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MEMORANDUM

NOVEMBER 21, 1972

TO:

BOSTON REDEVELOPMENT AUTHORITY

FROM:

ROBERT T. KENNEY, DIRECTOR

SUBJECT:

PARK PLAZA URBAN RENEWAL AREA

AUTHORIZATION TO RESUBMIT THE PARK PLAZA URBAN RENEWAL PLAN TO THE MASSACHUSETTS DEPARTMENT OF COMMUNITY AFFAIRS

On July 15, 1971, the Authority approved an Urban Renewal Plan and Supporting Documentation for the area bounded generally by Boylston-Essex, Arlington, and Stuart-Kneeland Streets and Harrison Avenue and now known as Park Plaza. At that meeting, the Authority also ratified and confirmed its findings and determination with respect to the area made on October 14, 1965, August 2, 1967, and June 18, 1970, and authorized the Director to submit to the Mayor, for his submission to the City Council and to submit to the Department of Community Affairs for their respective approvals, the Park Plaza Urban Renewal Plan.

By a Resolution passed by the Boston City Council on December 6, 1971, after a public hearing, the Urban Renewal Plan was approved, and on December 22, 1971, it was approved by the Mayor of the City.

On January 13, 1972, the Park Plaza Urban Renewal Plan and Supporting Documentation was submitted to the State Department of Community Affairs.

The Plan was rejected by the Department of Community Affairs by a letter dated June 9, 1972.

Since that time, the Authority has worked with the Department to resolve those points which the Department wished clarified. We now feel that we have satisfied the Department's requests for additional information and are prepared to resubmit the Urban Renewal Plan and Supporting Documentation.

There have been no changes in the Urban Renewal Plan itself. We have, however, clarified, and in some cases, provided additional information in the Supporting Documentation.

N. B.

BACK UP DATA TO THIS DOCUMENT IN

PARK PLAZA DRAWER BOTTOM ROW OF FILES

FOURTH DRAWER FROM RIGHT.

The Department has requested that the Authority make certain changes in the Letter of Intent between the Authority and Boston Urban Associates, the Developer. These requests have been complied with.

I am, therefore, presenting these two documents to you today with the recommendation that the Authority adopt the following Vote authorizing the resubmission of the Park Plaza Urban Renewal Area and approving the Letter of Intent by and between the Authority and Boston Urban Associates as amended.

An appropriate Vote follows:

VOTED: That the Director is hereby authorized to resubmit the Park Plaza Urban Renewal Plan and any other materials which he deems advisable, to the State Department of Community Affairs, and

FURTHER VOTED: That the Director is hereby authorized to agree to certain changes in a Letter of Intent by Boston Urban Associates executed on December 17, 1971, as presented to the Authority.

Attachments:

- (1) The Park Plaza Urban Renewal Plan and Supporting Documentation.
- (2) The Letter of Intent by and between the Boston Redevelopment Authority and Boston Urban Associates as revised through November 21, 1972.

"Authority") as Parcels 1, 2 and 3 of the Park Plaza Urban Renewal Area, suitably identified on the plan annexed to this Letter of Intent. Intended to be included as a part of the land area the Authority has from time to time referred to as Parcel One is the Eastern Gas and Fuel Associates property. These land areas are covered by the Park Plaza Urban Renewal Plan, approved by the Boston City Council (the "Council") and submitted for approval by the State Department of Community Affairs (the "State"). The Director of the Authority shall be referred to as the "Director".

The Authority's right and power to undertake the Park
Plaza Urban Renewal Project are subject to the valid and unconditional approval of the Plan under Chapter 121B of the General
Laws, and Urban's performance hereunder is subject to the Authority's
obtaining such approval within a reasonable time and to the performance by the Authority of its obligations hereunder.

The Authority and Urban agree to cooperate with each other to carry out the development contemplated by the Plan and this Letter of Intent, and Urban has further agreed separately to submit a proposal for the development of Parcel 4 and to offer its professional services to a non-profit or citizens' group designated as the developer of Parcel 5.

Boston Redevelopment Authority New City Hall One City Hall Square Boston, Massachusetts 02201

Gentlemen:

In view of the lapse of several months since December 17, 1971, when we mutually entered into a Letter of Intent with respect to the proposed Park Plaza Urban Renewal Project, and the delay in the anticipated commencement of the Project, it is agreed that the Letter of Intent be reconfirmed with such modifications as are now appropriate. Accordingly, the Letter of Intent is hereby restated so as to read as follows:

LETTER OF INTENT

Boston Redevelopment Authority New City Hall One City Hall Square Boston, Massachusetts 02201

Gentlemen:

Re: Park Plaza

This letter sets forth the present intentions of the undersigned, Boston Urban Associates ("Urban"), for the proposed development of certain parcels of land in the proposed Redevelopment Area commonly known as Park Plaza.

This proposals covers and includes the three land areas sometimes referred to by the Boston Redevelopment Authority (the

PART I.

INTRODUCTIONS AND DEFINITIONS

Urban has been tentatively designated as the Redeveloper in Park Plaza, subject to agreement between Urban and the Authority upon a satisfactory form of Land Disposition Agreement or Agreements (herein collectively, the "Land Disposition Agreement") and formal execution, delivery and performance thereof. The development (the "Project") which Urban proposes consists of the following elements:

- (a) building areas intended for use as business offices ("Offices);
- (b) building areas intended for use as retail shopping and service facilities ("Retail");
- (c) a building area intended to be used as a hotel ("Hotel");
- (d) building areas to be used as garages ("Garages");
- (e) building areas to be used as apartments
 ("Apartments"); and finally
- (f) pedestrian walkways between building areas.

In addition, open areas (the "Open Areas") in and about Park Plaza, and a part of the Project proper, shall be developed by Urban incident to construction of portions of the Project, all of which shall be improved by amenities such as landscaping, lighting, street furniture, and other items suitable and appropriate to the Project in accordance with the Plan. Urban recognizes that the Director shall determine whether the aforementioned improvements are in conformity with the Plan.

The parcels of land within the Project area will be put to multiple uses. For example, certain of the Apartments will be constructed over retail stores and certain offices will, likewise be constructed over retail stores.

been redivided and classified according to the Schedule entitled "Development Schedule for the Various Stages of Park Plaza", annexed hereto, by reference to the timing under which such land is presently intended to be developed (although the actual timing and program of development will be adjusted as to be mutually agreed to reflect causes beyond Urban's reasonable control, past and future including/delaysin the approval of the Project and the availability of land for the various stages of development). For example, the area presently proposed to be improved with a hotel and parking garage is entitled "Stage A". References hereinafter to such "Development Schedule" or to any Stage described therein shall be deemed to include such adjustments as may be mutually agreed by reason of such causes.

The designation of the several parcels, and the division ines among parcels, are diagrammatic only, and are not intended to indicate with precision property boundary lines, since the determination of such boundary lines cannot usefully be made until plans have reached a more definitive stage.

The Authority shall, incident to the development of the Project, be responsible for performing or causing to be performed

the site work itemized in the schedule annexed hereto entitled "BRA Site Obligations" which included relocation of public ways and public easements.

PART II

FIRST PHASE ACTIVITIES

Section 2.1. Building Study and Schematic Design

Promptly after the Authority's acknowledgment that this letter represents the parties' present intentions and after valid and unconditional approval of the Plan under Chapter 121B of the General Laws, Urban shall commence and, within three (3) months, complete and submit to the Authority for review, comment and approval or disapproval, a building mass, use and location study ("Building Study") (which shall take into account, among other things, aesthetic and economic factors) with respect to the Project.

Not later than fifteen (15) working days after submission of the Building Study, the Director of the Authority shall either approve the Building Study or notify Urban of the specific respects in which it finds the Building Study to be unacceptable, it being understood that, if the Building Study is in conformity with the conceptual design heretofore submitted by Urban and in conformity with the objectives of the Plan and the controls stated therein, approval of the Building Study will not be withheld.

If the Director of the Authority does not notify Urban within said fifteen-day period after submission of the Building Study of specific respects in which the same is unacceptable, the Building Study shall be treated as having been approved by the Authority. In respect to any specific matters in the Building Study of which the Director of the Authority disapproves, Urban shall, within fifteen (15) working days (or such additional time as may be reasonably required in the circumstances) after Urban receives written notices of such disapproval, resubmit the entire Building Study, altered in an

effort to remove the basis for disapproval. All resubmissions and subsequent approvals or disapprovals thereof shall be made and given in accordance with the procedure hereinabove provided for the original submission, until the Building Study shall be approved or shall be treated as having been approved by the Authority as set forth.

Promptly after any approval by the Authority of the Building Study,

Urban shall commence the preparation, in conformity with such approved

Building Study, of the Schematic Design for the Project in accordance with

Stage I of the standard Boston Redevelopment Authority review process which is known as "Schematic Design" and shall, as soon as the same is available, submit the same for the review and comment of the Director and upon reaching an accord thereon, the approval of the Schematic Design.

Urban intends to retain, as the principal consulting architect (the "Architect") for the Project, the firm of Davis, Brody & Associates of New York City. The Architect shall initially be responsible for the preparation of the Schematic Design. Urban also intends, however, to retain the services of other architects to work

in association with the Architect for various elements of the Project. No substitution of another principal architect may be made without the consent of the Authority which consent shall not be unreasonably withheld.

Urban will submit the Schematic Design to the Authority not later than six (6) months following Authority approval of the building mass, use and location study, except as this date may be adjusted due to a delay in the execution of a Master Land Disposition Agreement. It is expected that Urban and the Authority will execute to Master Land Disposition Agreement within four (4) months following Authority approval of the building mass, use and location study; but if the time required for execution is delayed beyond four (4) months, then the time within which submission of the Schematic Design is due shall be postponed by the amount of time beyond four (4) months required for the execution of a Master Land Disposition Agreement.

Approval of the Plan, for all purposes of this Letter of Intent, shall include, as a part of the same, authorization from the Council for the City to execute a Cooperation Agreement with the thority regarding the Site Work and authorization for Loan Order to cover the estimated costs of the Site Work. The Authority shall promptly after the valid and unconditional approval of the Plan initiate preliminary engineering services and other activities involved in the

formance of early development phases. However, the Authority shall not be required to perform the Site Work appropriate for the next scheduled phase until the Authority has received funds or security therefor covering land acquisition and relocation costs for the next scheduled phase of the Project, in amounts (and in the case of security, in form) satisfactory to the Authority, and a commitment on terms and conditions satisfactory to the Authority has been secured for the financing of demolition and construction of the next scheduled phase of the Project.

Section 2.2. Approval of the Plan and Rezoning

The Authority shall use its best efforts to secure approval of the Plan by the State.

As soon as practicable after valid and unconditional approval of the Plan, the Director shall initiate the steps requisite to rezoning of the Project area. Such steps shall include, but without limitation, the scheduling of necessary public hearings and preparation of appropriate documents, all to the end that the Authority shall have made all necessary recommendations to appropriate City authority to place Project area in a so-called planned development area, as that term is defined in the Zoning Ordinance for the City of Boston, with zoning controls consistent with this Letter of Intent, the Plan, and the Land Disposition Agreement to which reference is hereinafter made. Nothing in this Section 2.2 shall obligate the City to effect the required zoning changes.

All such hearings and materials shall have been held and completed in sufficient time in advance of the estimated date when land acquisition for each phase is to take place so that it will be feasible, simultaneously with the Authority's acquisition of land in one phase of the Project area, to cause (by the action of appropriate City authority) acquired land to be rezoned. It is understood that Urban will not be required to go forward with land acquisition in any one phase unless the rezoning is accomplished not later than or concurrently with such acquisition (or there are solute assurances that such rezoning will be accomplished), and the Authority agrees to use its best efforts to secure necessary rezoning action, all as aforesaid.

Since it is contemplated that acquisition of parts of the Project area will occur at different times, necessary zoning action will be phased accordingly, so that the same is taken, with respect to each acquired portion, separately and only after acquisition occurs.

Section 2.3. Subsequent Action by the Authority in Respect of Project Design

Not later than fifteen (15) working days after submission of the Schematic Design, the Director of the Authority shall either approve the Schematic Design or notify Urban of the specific respects in which it finds the Schematic Design to be unacceptable, it being understood that, if the Schematic Design is in conformity with

the conceptual design heretofore submitted by Urban and the approved building mass, use and location study and in conformity with the objectives of the Plan and the controls stated therein, approval of the Schematic Design will not be withheld.

If the Director of the Authority does not notify Urban within said fifteen-day period after submission of the Schematic Design of specific respects in which the same is unacceptable, the Schematic Design shall be treated as having been approved by the Authority. In respect to any specific matters in the Schematic Lesign of which the Director of the Authority disapproves, Urban shall, within fifteen (15) working days (or such additional time as may be reasonably required in the circumstances) after Urban receives written notices of such disapproval, resubmit the entire Schematic Design, altered in an effort to remove the basis for disapproval. All resubmissions and subsequent approvals or disapprovals thereof shall be made and given in accordance with the procedure hereinabove provided for the original submission, until the Schematic Design shall be approved or shall be treated as having been approved by the Authority as set forth above. The preceding sentence shall govern the proceere applicable to resubmissions of later stages of the various design documents. Subject to the foregoing, the Standard BRA Design Review procedures, including review by the DAC, shall govern and the procedure applicable to resubmissions of later stages of the various design documents, except that the preliminary working drawings and outline

specification stage shall be omitted. In connection with the foregoing, however, the parties contemplate that submission of design
material and review of the same will be a continuous process, with
the parties working cooperatively in respect of all Project design
matters. As work proceeds, Urban shall furnish progress prints of
drawings, to assist in the efficient conduct of the review process.

Section 2.4. Development

The Authority acknowledges advice from Urban that Urban intends to develop the Project in phases, as set out in the "Development Schedule for the Various Stages of Park Plaza" annexed hereto, except that the housing located in that part of Parcel 3 intended for low-to-moderate-incoming housing for the elderly is to proceed only if subsidized financing for the same can be secured. Urban agrees, within 90 days after Stage E has become available for developmen, to make applications to the Federal Housing Authority (FHA), the Massachusetts Housing Finance Agency (MHFA) and the Boston Housing Authority (BHA) in order to secure the financing and subsidies necessary for housing for the elderly, under the appropriate programs of these agencies. The Authority further agrees that it shall require the Developer to actively pursue said applications and that failure on the part of the Developer to actively pursue said applications shall constitute a default of the Developer's obligations. In the event that Urban fails to obtain such subsidized financing,

Urban will cooperate with the Authority in conveying such property rights to the Authority as may be needed to construct 150 such units for such portion of Urban's cost as may be fairly allocable to such rights. In the event of such conveyance the Authority will be required to coordinate its development with Urban's work. The structure(s) shall be designed in such fashion as to enable such conveyance.

Section 2.5. Subsequent Design Materials

Subsequent design materials for the first phase shall be furnished in accordance with the following schedule:

- (a) Design development (in which the various elements in Stage A shall be identified and integrated, massing shall be shown, and preliminary functioning elements shall be laid out, together with outline specifications therefor, which shall include designations of materials proposed to be used) shall be submitted to the Authority not later than five (5) months after approval of the Schematic Design; and
- (b) Working drawings and specifications, defined to include detail relative to exterior treatment of the various building elements and exterior amenities, specifications for materials, and details relative to methods of construction, site work, streets, elevations and sections, pedestrian and vehicular passage, and public pedestrian levels in interior building spaces, in sufficiently completed form that the same may be utilized for the Construction Contract working drawings and specifications, shall be submitted not later than five (5) months after approval by the Authority of design development drawings.

The Director of the Authority may not unreasonably with-· hold approval of design materials submitted subsequent to the Schematic Design which are consistent with and elaborations of previously approved materials. Materials for the various phases outlined in the attached "Development Schedule" shall be furnished to the Authority for its approval in like sequence, and approvals or disapprovals of the same, and the time periods within which the same are to be given, shall be governed by the procedure established in Section 2.3. Submission of design development materials for Stage B, shown on the "Development Schedule," shall be required to be furnished to the Authority not later than eighteen (18) months after the approval by the Authority of Design development materials for Stage A; and design development materials for Stage C, as shown on the Parcel Schedule, shall be required to be submitted to the Authority not later than thirty (30) months after approval by the Authority of Stage A design development materials; design development materials for Stage D as shown on the Parcel Schedule shall be required to be submitted to the Authority not later than seventy-two (72) months after approval by the Authority of Stage A design developn. t materials; and design development materials for Stage E and F shall be required to be submitted to the Authority not later than eighty-four (84) months after approval by the Authority of Stage A design development materials.

PART III

ECONOMIC FEASIBILITY

Not later than six (6) months after the Authority shall have approved the Schematic Design for Stage A, Urban shall submit to the Director evidence reasonably satisfactory to the Director of the availability and commitment of financing for Stage The commitment for financing shall be in a form such that land acquisition for the Stage can commence within two (2) months after its receipt. However, it is understood that, until possession of the property is assured by the eviction of all occupants, and the City has provided satisfactory assurances as to the timing and completion of utilities' relocation, thereby making more certain the actual construction date, the availability of financing for construction (as distinguished from the commitment relative to financing of land acquisition, which shall be firm before land acquisition commences) will not be in the form typical of final letters of commitment, but such evidence of availability and commitment satisfactory to the Director shall be submitted within ixty (60) days of such complete possession.

The Authority agrees to use its best efforts to complete properly value appraisals (by qualified outside appraisers having at least ten years' experience) of Stage A and Stage B, and such additional areas directly related to Stages A and B, as to which, Urban shall advise the Authority that appraisal work is reasonably needed in order to prepare its financing plans and including City-

ow 1 parcels directly related to f ges A and B to be acquired by the

Authority, within two (2) months after valid and unconditional approval of the

Plan by the State. In any event, Urban shall not be required to submit any

Schematic Design or evidence of availability of financing until two (2) months

after such property value appraisal work is substantially completed. Like

evidence of financing plans for Stages B, C, D, E and F shall be furnished by

Urban to the Authority no later than four (4) months before proposed commencement

of land acquisition of each such phase. The Authority may have made any other

appraisals it deems necessaary in order to acquire determined hardship

properties. With respect to Stages D and E, evidence of financing plans

submitted by Urban to the Authority shall be furnished to the State.

Agreement between the Authority and the City provides that within one year of the date thereof the City shall have caused appraisals to be made of each of the properties in Disposition Parcels 4 and 5 (Stage II). Such appraisals shall establish the value of each such property as of the date of the Cooperation Agreement and shall be made at the initial expense of the City; provided that the City shall be reimbursed for such expense by the person or persons selected to develop such parcels within thirty (30) days after execution by him or them of a land disposition agreement. Any land disposition agreement entered into by the Authority for land in the Project Area, shall provide in a fashion satisfactory to the Authority that no land shall be acquired by the Authority or the redeveloper in Disposition Parcels 4 or 5, whether by purchase or eminent domain, at less than the sum at which it will have been

appraised on behalf of the City, except that nothing in this section shall be construed to require the City or Authority or developer to make payments in excess of fair market value at the time of the taking unless the owner has made every effort to maintain the highest use of his property.

Urban has reimbursed the Authority for certain costs and expenses to the extent of \$30,000 and agrees to reimburse the Authority for certain of its further out-of-pocket costs and expenses in connection with the Project, as follows:

- counsel retained by the Authority to assist it in

 procuring valid and unconditional approval of the Plan by

 the State;
- b. After valid and unconditional approval of the Plan by the

 State, the Authority's out-of-pocket costs and expenses

 incurred for outside appraisers, title searches, and outside

 counsel retained by mutual agreement of Urban and the

 Authority to handle matters which are not in contention between

 the Authority and Urban, such as land damage proceedings;
- c. The Authority's out-of-pocket costs and expenses incurred for counsel in carrying out the Authority's obligations under

Section 4.3., paragraphs (b) and (d);

- The Authority's out-of-pocket costs and expenses incurred
 to third parties in connection with any Bond Issue to which
 reference is made in succeeding Sections of this Letter of Intent;
 and
- e. All of the Authority's administrative costs and expenses

 attributable, by generally accepted principles of accounting,

 to the Project but not to exceed:
 - (i) \$75,000 for the period from the date of City Council approval through a date twelve months after valid and unconditional approval by the State;
 - (ii) \$50,000 for the succeeding twelve month period; and
 - (iii) \$25,000 for each subsequent twelve month period or fraction thereof, until construction on Stage D has commenced, but, in any event, only during periods when substantial services are being rendered by the Authority in connection with Urban's project.

Failure to make payment of amounts for which Urban is responsible under this Part III within thirty (30) days after receipt of a written demand for such payment shall constitute a default by Urban of its obligations to the Authority, subject to the provisions of Section 4.1 hereof.

PART IV.

LAND DISPOSITION AGREEMENT

Section 4.1. Scheduling of Land Acquisition

In recognition of the fact that separate financing may be appropriate for the various stages of the Project, and because it may be necessary to assure the various financing institutions which will be involved in providing financing therefor of independent security for financing so provided, the Authority shall, on the request of Urban, cause the Project to be divided into areas according to the agreed-upon phases of development of the Project, and shall agree to separate land sales or leases with Urban for each of such separate areas. Such separation may occur after the execution of a "master" Land Disposition Agreement for the entire Project area, and the execution by Urban of such a master Land Disposition Agreement shall not preclude subsequent separation as may be mutually determined.

In all events, the rights of the Authority with reference to each Stage of the development of the Project, and the obligations of Urban in respect to the same, shall be separate, so that any claim of default with reference to any one such Stage shall not give rise to any claim of default with reference to any other Stage of development of the Project; provided, however, that, should Urban be determined to be in default in any Stage of the development of the Project in accordance with the terms or conditions of pplicable agreements between the parties respecting said Stage, Urban shall forfeit the right to commence work on any other Stage of the Project. References hereinafter to the Land Disposition Agreement shall mean the master Land Disposition Agreement or individual Land Disposition Agreements, as the case may be.

Section 4.2. Financing of Acquisition and Other Costs

Urban understands that there is no reasonable likelihood of Governmental assistance or subsidies being available in the near future to assist in the Project, and Urban has advised the Authority that it is considering the feasibility of effecting financing of land acquisition costs, relocation costs, and demolition costs, if any, within the Project area by the use of bond issues (the "Bond Issue") in the name of the Authority, in suitable principal amounts, the proceeds of such bond issue to be limited to the financing of residential and parking facilities and ancillary uses.

The Authority agrees to cooperate (but without out-ofpocket expense to the Authority) with Urban in Urban's consideration of such financing route, and the Authority agrees to utilize such a financing vehicle to assist Urban in such financing from time to time, provided that Urban furnishes assurances reasonably satisfactory to the Authority that Urban has arranged for the marketing of the same and that the prospective lender or investment banking house responsible for such marketing is satisfied with the Regality of the Bond Issue, on the basis of the opinion of counsel to such lender or investment banker, which opinion shall be submitted to the Authority. The opinion of a recognized bond counsel as to the legality of this financing which is acceptable to such prospective lender or investment banking house, upon which opinion the prospective lender or investment banking house commits to rely in proceeding to close the proposed financing, shall constitute assurances reasonably satisfactory to the Authority.

However, the Authority shall not be required to commence the acquisition of land for any Stage until the Authority is provided with evidence reasonably satisfactory to the Authority that the total estimated acquisition, relocation and demolition costs, where appropriate, for said Stage shall be available to the Authority; for example, if a national bank shall provide a commitment to make available, for such purposes, an amount equal to such estimated costs, the same shall be satisfactory assurance.

Section 4.3. Transfer to Urban

The Land Disposition Agreement shall provide for the assumption by Urban of all carrying costs on land acquired by the

Authority in accordance with the schedule to which reference is hereinafter made, from and after such acquisition.

In this connection it is contemplated that the Authority shall:

- (a) As soon as practicable after the Plan is legally in effect, notify all those persons entitled to notice thereof under the applicable provisions of Chapter 121B of the adoption of the Plan;
- (b) Defend any action brought challenging the Plan, or the validity of the adoption thereof, taking all reasonable steps necessary to expedite early and final disposition of any such claims;
- (c) Prepare a suitable relocation program for all persons to be displaced after acquisition, and work with all relocatees well in advance of the actual date of acquisition, to the end that possession of the land, free of all occupants, can be delivered to Urban at the earliest possible date after acquisition;
- (d) Prepare all necessary documents and commence all possession proceedings necessary to relocate all occupants of the Project as soon as possible after land acquisition, with the objective that, not later than six months after the date of acquisition, any parcel of land from time to time acquired shall be free of occupants and available to Urban to proceed with its work subject only to interference by causes beyond the Authority's control; it being understood that no occupant will be required to move until proper and required relocation services have been offered as provided in the Authority's Relocation Plan, and it being further understood that the Authority will offer and furnish such services promptly and diligently in the light of such objective;

Carrying costs shall include payments to be made by the Authority to the City of Boston in lieu of taxes, as determined by the City, for property which becomes exempt from taxation by reason of the Authority's ownership and shall include relocation payments to occupants (except for portions provided by the City as hereinafter stated).

The Land Disposition Agreement shall also provide for the purchase by Urban from the Authority, or the leasing by Urban from the Authority, of the properties within each phase of the Project acquired by the Authority, in accordance with a timetable of purchase or lease dates on which Urban and the Authority shall mutually agree (which timetable shall, however, call for land acquisition of each Stage within the Project as defined in the Development Schedule); Urban will have the option, in any case, whether to purchase or lease such properties.

Any land disposition agreement shall provide, in a fashion satisfactory to the Authority:

- (a) That the redeveloper and the Authority shall each waive any so-called third-party beneficiary defense to an action brought by the City to enforce any provision in such agreement;
- (b) That the developer will diligently prosecute to completion each successive phase of the Project, consistent with Schedule A annexed hereto, subject to causes beyond the redeveloper's reasonable control;
- (c) That if the redeveloper shall fail to perform in accordance with any of its obligations under a land disposition agreement, those portions of the Project covered by such land disposition

agreement, shall revert to the Authority, subject, however, to the rights of any mortgagee to proceed to perform the obligations of the redeveloper and avoid reversion, or to preserve the mortgage lien as a prior claim on land which may so revert;

- (d) That if the Authority shall issue bonds in order to assist in the financing of any part of the Project, neither the City nor the Authority shall have liability to pay the indebtedness evidenced by the bonds, or any of them, under any circumstances; and
- (e) That the redeveloper shall require as to any parking facility operated within the Project that the rates charged to daily commuters who live and work outside the Project shall be, on an hourly basis, at least double the rates charged to persons parking there for four hours or less.

The Authority agrees that it shall proceed with acquisition in accordance with a schedule established by the Authority which is consistent with the Development Schedule, but the Authority shall proceed with acquisition of only those properties listed in the Schedule above referred to unless other properties are mutually agreed upon by Urban and the Authority.

Urban recognizes the hardship which the staged development of the Project may cause to property owners and tenants in the Project. Where the Authority, in its own discretion, shall determine that there is a bona fide hardship in the case of any resident or business to be taken within the Project, the Authority, after notice thereof to the developer, shall arrange for the early acquisition of said resident's or business' property. Payments therefor may be made out of funds to be available as provided in Part VI hereof.

In connection with land acquisition, reference is made to the fact that certain land may be required to be acquired for the relocation of Charles Street, while other land within the Project is now owned by the City. As to land in the Project now owned by the City, the same shall be conveyed to Urban on the basis of appraisals of the land at fair market value, fair market value being defined as determined with reference to zoning, without regard to increments in value which are attributable to combination of such parcels with other parcels, i.e., valuing the land as andividual, unassembled pieces, and based on similar appraisals for the valuation of similar City streets.

Said appraisals must be completed within sixty (60) days from the valid and unconditional approval of the Plan by the State.

When the Authority acquires land necessary for the location of new Charles Street, certain parts of land so to be acquired are to be sold (or leased, as aforesaid) to Urban. The purchase price of such portions shall be the pro rata share of the land costs and costs of demolition of existing improvements, except there shall be deducted from the price otherwise determined that fart of relocation expenses paid for by Urban but allocable to land areas to be retained by the Authority for the location of new Charles Street. Consistent therewith, Urban agrees to pay all relocation costs for persons displaced from land acquired for the purpose of obtaining the new location of Charles Street.

For the areas Urban elects to purchase, the Land Disposition Agraement shall provide that the purchase price shall be

equal to the principal amount of the Bond Issue, allocable thereto, together with accrued interest thereon. In addition, Urban shall be obligated to make payments to the City of Boston in lieu of taxes attributable to such properties within said area agreed upon between the Authority and Urban, for properties owned by the Authority which are currently exempt from taxation. Payment for purchased property shall be made by conveyance thereof subject to the obligations imposed on the properties transferred by the terms of the Bond Issue.

For the areas which Urban elects to lease from the Authority, the Authority shall enter into a completely net ground lease (the "Lease") with Urban, for a maximum term of two years, containing, but not limited to, the following terms and provisions:

- (a) Annual rent shall include an amount equal to interest and sinking fund payments due on the Bond Issue;
- (b) Urban shall be entirely responsible for the payment of real estate taxes assessed against the property and for payments in lieu of taxes on account of property which may be exempt from taxation by reason of the Authority's ownership, in amounts determined by the City, equal to the amount which would have been payable, in the aggregate, as real estate taxes if the property were not exempt from taxation and fee title thereto was held by Urban;
- (c) Any income earned by the Authority from properties covered by the Lease shall, after deducting reasonable expenses fairly allocable thereto (but not any amounts determined by reference to the Authority's staff expenses, except property management fees), be treated as a credit to rent under the Lease. Such income is herein referred to as the "Credits";

- (d) The term of the Lease shall expire on the date when the Bond Issue matures and all the unpaid principal thereof is due and payable. At that time, the Authority shall sell and Urban shall purchase the fee in the land covered by the Lease for a purchase price equal to the then outstanding unpaid principal and interest on the Bond Issue, after taking account of amounts available for payment against principal from the sinking fund and Credits, if any, not theretofore applied against rent; and
- (e) At any time during the term of the Lease, Urban shall have the right to acquire the fee to the land covered by the Lease at a purchase price equal to an amount determined in accordance with subparagraph (d) immediately above with appropriate adjustments such as those referenced in subparagraphs (a), (b) and (c).

Where Urban purchases portions of the Project and leases other portions, separate bond issues, or separate series of the same bond issue, will be utilized for the financing of each Project portion, such separate issues or series being allocated in their entirety to a purchased portion and a leased portion of the Project.

In any case where payments are to be made in lieu of taxes, with reference to property exempt from taxation, the amount thereof, per year, shall in no event exceed the amount which would have been payable as real estate taxes if the property were not exempt from taxation.

However, where payments to be made in lieu of taxes are not fixed by statute, Urban shall participate in all negotiations the Authority may have with the City relative to the amount to be paid in lieu of taxes, and settlement of such amounts shall be made only with Urban's approval. Nothing in this Section shall

bind the City to accept an amount therefor which may have been agreed upon by Urban and the Authority.

Section 4.4. Private Acquisition; Cooperation in Eminent Domain Proceedings

Although it is contemplated that properties within the Project will be acquired by the exercise of the Authority's power to take by eminent domain, the Authority understands that Urban will negotiate with individual owners of individual parcels before any eminent domain action is instituted and, in some instances, after a taking. In the case of any settlement of an eminent domain proceeding which Urban negotiates after a taking by eminent domain, the Authority agrees to join in any reasonable settlement thereof, provided the Authority receives suitable assurances that the cost thereof shall be financed by Urban or will be satisfactorily funded by the Bond Issue.

In the case of individual parcels within the Project acquired by Urban by private negotiations, the Authority agrees, on Urban's request, to take the same by eminent domain, notwithstanding Urban's ownership of the same, and to make an eminent domain award on account thereof equal to Urban's cost of acquisition thereof, provided said cost is the result of a reasonable settlement, subject, however, to assurances provided to the Authority as to the financing of such acquisition, as in the case of a settlement of an eminent domain proceeding Urban negotiates after a taking from a third party. Urban agrees, however, that, in the

case of such individual parcels acquired by Urban by private negotiations, Urban shall remain responsible for the payments to non-owner individual occupants in the properties so acquired for the same relocation payments for which Urban would have been responsible had the property been taken by eminent domain.

Incident to the exercise of the Authority's power to take by eminent domain, the Authority shall consult with Urban relative to the method by which all appraisals for acquisition are to be made, and the appraisers selected to perform the appraisals in preparation for the exercise of such power, and no offer shall be made by the Authority to the owner of any property within the Project as to the terms and conditions of any voluntary sale or settlement of any eminent domain proceeding without the prior approval of Urban. The Authority shall consult with Urban in the selection of appraisers and counsel representing the Authority in the eminent domain proceedings. The foregoing will in no way affect the rights of existing property owners to receive the full and fair cash value for their property according to customary acquisition appraisal procedures as used in Federally-sponsored urban renewal projects. It is simply intended to provide Urban with the opportunity to assure itself that the appraisals, on the basis of which it will be asked to provide acquisition funds, are provided by competent appraisers on a consistent, complete and equitable basis.

Section 4.5. Court Award

Urban recognizes that, in the event of an eminent domain taking, the Authority may, due to a court award, be required to

pay a larger amount for land acquisition than was paid by the Authority in the initial damage award. To provide for this contingency, the Land Disposition Agreement or the Lease, as the case may be, shall provide that, in the event the Authority is required to pay such larger amount, Urban shall pay to the Authority, upon demand, an amount which shall be sufficient to reimburse the Authority for such additional amount, together with interest thereon, and Urban shall provide the Authority with adequate security to satisfy its obligations hereunder. If the Authority makes a payment in accordance with the preceding portion of this paragraph, and Urban does not forthwith reimburse the Authority therefor, then Urban will pay interest at the legal rate on any such delinquency.

The amount of security from time to time that the Authority may require relative to performance of Urban's obligations shall not exceed, in the aggregate, thirty per cent (30%) of the initial awards made in eminent domain proceedings on properties, the awards for which are at the time in dispute, and the form of such security may be an unconditional irrevocable Letter of Credit in the form and from a bank acceptable to the Authority. The amount of said security shall in no way limit the obligation of Urban to pay the total and final award of land acquisition costs.

PART V

BOND ISSUE

Section 5.1. Development Bonds

Urban has advised the Authority that it is considering the feasibility of effecting financing of improvements to land within the Project area, as well as land acquisition, by the use of bond issues (the "Development Bond Issue") in the name of the Authority, in suitable principal amounts, the proceeds of such bond issue to be limited to the financing of residential and parking racilities and ancillary uses.

As in the case of the Bond Issue, which it is intended may be utilized to finance acquisition of properties, any such Development Bond Issues shall contain provisions to the effect that the holders of the Bonds would look only to the properties, the acquisition or development of which is to be financed by such Development Bond Issues, and not to the general credit of the Authority, or the City of Boston which shall have no obligation to pay the indebtedness evidenced thereby.

The Authority agrees to cooperate (but without out-of-pocket expense to the Authority) with Urban in Urban's consideration of such financing route and the Authority agrees to utilize such a financing vehicle to assist Urban in its financing of the Project from time to time provided that Urban furnishes assurances reasonably

satisfactory to the Authority that Urban has arranged for the marketing of the same and that the prospective lender or investment banking house responsible for such marketing is satisfied with the legality of the Development Bond Issue, on the basis of the opinion of counsel to such lender or investment banker, which opinion shall be submitted to the Authority. The opinion of a recognized bond counsel as to the legality of this financing which is acceptable to such prospective lender or investment banking house, upon which opinion the prospective lender or investment banking house commits rely in proceeding to close the proposed financing, shall constitute assurances reasonably satisfactory to the Authority.

Section 5.2. Industrial Development Bonds

Under Section 103 of the Internal Revenue Code, certain types of bond issues (the "Industrial Development Bonds") are exempt from Federal income tax.

The Authority agrees to cooperate (but without expense to the Authority) with Urban in qualifying any Bond Issue or any Development Bond Issue as an Industrial Development Bond under the Internal Revenue Code, as the same may now or hereafter be in force. Copies rulings secured from the Internal Revenue Service will be made available to the Authority.

PART VI

MISCELLANEOUS

Section 6.1. Preference in Leasing of Space

Urban agrees, to the extent practicable, to give preference to former occupants of space in the Project area in the leasing of space in the Project. First preference shall be given to former occupants theretofore displaced incident to acquisition of properties by the Authority and second preference shall be given to then present occupants of properties remaining in the Project area not yet acquired by the Authority or in buildings in areas where demolition has not yet taken place.

The obligation of Urban to give preference shall not be construed as imposing upon Urban any legal obligation to accept as a tenant of space in the Project a person, firm or corporation which it considers, in good faith, to be an unacceptable tenant by reason of credit, reputation or other relevant consideration, such as the use to which such tenant proposes to put space which might otherwise be made available to such tenant. Likewise, such obligation to give preference shall not be treated as imposing a legal obligation upon Urban to accept a tenant, the credit and reputation of which, or the amount which such tenant is prepared to pay for space which might otherwise be made available to it, is of lesser quality or lesser amount than another proposed user which wishes to make use of such space.

Section 6.2. Relocation

Urban recognizes that it is the Authority's policy to make payments in accordance with the highest Federal payments available to residents and businesses being relocated in urban renewal projects which are in effect at the time of relocation, but in no case will such payments be less than the Federal relocation payments to residents and businesses in effect on the date the Plan was approved by the City Council.

The redeveloper will provide such funds as are required defray the costs established by Federal relocation rules prevailing at the time the Authority first sought bids for the Project, plus 50% of any sums in addition thereto resulting from payment of benefits under Federal regulations in effect when such relocation occurs. The City will provide the other 50% of such additional sums. Unless otherwise required by State law or regulations, the procedures and timetables for business and family relocation required by the Federal government shall govern.

The Land Disposition Agreement or the Lease, as the case may be, shall provide that Urban shall employ the Authority to recate all tenants within the Project and shall advance and provide operating capital to the Authority for business and residential relocation costs which are to be reimbursable in accordance with the standards referred to in the preceding paragraph.

Section 6.3. Assignment

Urban intends to cause to be formed a Joint Venture in which the two individuals signing this Letter below on behalf of Urban will be the managing Joint Venturers, and Urban intends that the Land Disposition Agreement will be entered into by such Joint Venture, as the developer in lieu of Urban. If Urban's intentions in this respect are carried out, and a Joint Venture if formed for purposes of acting as the Developer, the Authority agrees to recognize such Joint Venture as Urban's successor, provided that it is sisfied that the managing Joint Venturers are, in fact, said individuals, viz., Zuckerman and Linde.

Prior to acquisition, Urban, however, agrees to notify the Authority of the identity of any person which proposes to acquire a ten per cent (10%) or greater beneficial interest in the Joint Venture. The Authority, at any time within fifteen (15) days after receiving notice of the identity of such person, shall have the right to notify Urban that it objects to the admission of such person in the Joint Venture if the Authority shall, in such notice, specify reasonable grounds for such objection. If such notice shall be given by the Authority, such person shall not be admitted to such an interest in the Joint Venture without the consent of the Authority, but the Authority agrees to consult further with Urban, if Urban continues to desire to admit such person to the Joint Venture, and not unreasonably to withhold consent to such admission.

Sectiom 6.4. Urban Development Corporation

Urban has advised the Authority that, if an urban development corporation should be created in The Commonwealth of Massachusetts, the assistance of such an agency in the development of Park Plaza might well be of great importance to its development and ultimate success, and, accordingly, the Authority agrees that it will cooperate with Urban in connection with any assistance sought from any such corporation incident to the Project. If actual funds are made available by an urban development corporation for the development of Park Plaza by Urban and urban development corporations fund resources are limted, the Authority may require an opinion of said urban development corporation that such funds shall not unreasonably affect the availability of urban development corporation funds for other suitable projects within the City of Boston at that time.

Section 6.5. Changes in the Plan

The Authority hereby agrees with Urban that any change in the Plan, other than changes affecting exclusively Parcels 4 and 5, not consented to by Urban will constitute a change which would "materially affect the parcels in the Project area which have been sold or leased." However, Urban agrees to consent to changes which are not material and which do not adversely affect its interest.

Section 6.6. Additional Payment to City

In addition to all other amounts to be paid by Urban on account of acquisition of Parcels 1, 2 and 3 of the Project, Urban

further agrees to pay to the City the sum of \$3,000,000.00, payable in annual installments not to exceed \$150,000.00 each, commencing on the first to occur of:

- (a) The expiration of five (5) years following substantial completion of the development of Parcels 1, 2 and 3; or
- (b) The expiration of thirteen (13) years after the commencement of construction in the Project.

The obligation on the part of Urban to make such payment shall be an obligation as to which recourse may be had only against the Project, and shall be subject to the availability of funds to ke such payment after all operating costs, debt service or other payments to outside lenders and to investors, other than Urban, have been made, but before any return to Urban on its investment, it being understood that a more detailed subordination agreement will be developed in the Land Disposition Agreement.

Section 6.7. Deposit and Other Security

Urban has deposited with the Authority the sum of \$100,000 (the "Deposit"). Any interest accruing on the Deposit, or other sums delivered to the Authority hereunder, shall inure to the benefit of Urban and periodically be paid by the Authority to Urban.

When the Master Land Disposition Agreement for the Project is executed by the Authority and Urban, Urban shall deliver to the Authority a Letter or Letters of Credit in the total sum of \$400,000 (to be added to and be part of the Deposit then held by the Authority). Any Letter of Credit delivered under this Section shall be in a form, on conditions and from a bank acceptable to the Director.

When Urban commences construction of Stage A, Urban shall make available to the Authority either cash or, at Urban's election, a Letter or Letters of Credit in the total sum of \$1,000,000 (including as part thereof the amount of the Deposit then held by the Authority hereunder). This total sum shall be available for use by the Authority as required from time to time to meet the cost of mardship relocations and acquisitions within the Project by converting such portion of any Letter of Credit as may be needed.

When Urban shall have completed Stages A and B of the development, Urban shall make available to the Authority either

cash or, at Urban's election, a Letter or Letters of Credit in the total sum of \$1,500,000 (including at such time as part thereof a Deposit in the amount of \$1,000,000). This sum of \$1,500,000 will be reduced by the amount of payments made by Urban to the Authority for legal and appraisal costs and other purposes as required under the Land Disposition Agreement and shall be available for use by the Authority as required from time to time to meet the cost of hardship relocations and acquisitions within the Project.

When Urban shall commence construction of the final portion of Parcel 3, the Deposit shall be increased by a Letter or Letters of Credit to \$2,000,000 if Urban shall then have been designated as developer of Parcel 4.

Section 6.8. Default by Urban

If the Authority shall determine that Urban has failed to proceed in good faith with its intentions or with the conveyance contained herein:

- (a) The Authority shall hold the Deposit made by Urban;
- (b) The Authority shall rescind Urban's designation as developer as to those properties on which construction has not yet commenced;
- (c) The Authority shall proceed to secure a replacement of the developer for those parcels on which construction has not commenced; and
- (d) Those parcels on which construction has not at the time commenced shall revert to the Authority, subject, however, to the rights of mortgagees as aforesaid.

The Authority's determination in the immediately preceding Pagraph shall be subject to review by a court of competent jurisdiction which shall also ascertain the actual damages suffered and the rights of the parties, subject, however, to the limitation on Urban's liability specified in the paragraph immediately following this paragraph.

In the event of a determination that Urban is in default hereunder, the Authority shall retain that part of the Deposit at the time made by Urban as fixed liquidated and agreed damages sustained by the Authority because the parties are unable to ascertain the exact amount of damages, costs, disbursements and expenses which the hority would sustain by reason of abandonment of the Project by Urban, and such rights shall be the Authority's sole remedy.

The Authority shall not have the right, however, to retain such Deposit as liquidated damages if the Plan is not duly, formally

and unconditionally approved by the State or if an agreement in the form of a Land Disposition Agreement to carry out this Project, mutually acceptable to both Urban and the Authority, is not consummated, or if, Urban having acted in good faith, it is unable to proceed due to causes beyond Urban's reasonable control, such as, but without limitation, governmental regulation of construction or credit, which would impede Urban's development, national emergency or natural catastrophe; subject, however, to payment by Urban to the Authority of the expenses referenced in Part III hereof. In any case here the Authority is not entitled to retain such Deposit under the terms of this Letter, and where Urban's further obligations shall have ended, the Authority shall return such Deposit to Urban after deducting therefrom any unpaid expenses which are the responsibility of Urban.

Section 6.9. Works of Art

The Land Disposition Agreement shall provide for the expenditure of funds by Urban in the cause of development for works of art, including (a) during the development of Parcels 1 and 2, an amount up to \$100,000 for improvements in the Public Garden, and additional amounts for improvements of common areas within the Project, and (b) during the development of Parcel 3, an amount up to \$150,000 for additional improvements in the Public Garden and Boston Common and additional amounts for improvements of common areas within the Project.

If the foregoing accurately states your understanding of our restated Letter of Intent and the plans upon which the Authority and Urban mutually agreed to proceed, would you please so indicate by accepting this Letter by appropriate acknowledgment thereof.

Very truly yours,

BOSTON URBAN ASSOCIATES

By

Mortimer B. Zuckerman

Edward H. Linde

ACCEPTED AND ACKNOWLEDGED:

BOSTON REDEVELOPMENT AUTHORITY

Robert T. Kenney, Director

VELC MENT SCHEDULE FOR TH VARIOUS STAGES OF PARK PLAZA

Stage A - Hotel and Parking Garage (Parcel 2)

Substantial construction shall commence not later than four (4) months after land is cleared and streets and utilities are available to permit construction to commence, it being understood that financing will be available six (6) months after approval of the Schematic Design, and that land acquisition can be started. It is hoped that land will be available by late spring or early summer of 1972.

- (18 mos.) : Stage B First Residential Tower and First Portion of Retail Arcade (Parcel 1, between Charles Street and Hadassah Way).
- Construction is to commence approximately six (6) months following commencement of construction on Stage A but in no event later than eighteen (18) months following commencement of construction on Stage A. Stage B and Stage A are interchangeable as to time.
- (30 mos.) Stage C Retail Arcade and Low Rise Office Space (Parcel 1, between Hadassah Way and Arlington Street).
- construction is to commence approximately eighteen (18) months following commencement of construction on Stage A but in no event later than thirty (30) months following commencement of construction on Stage A.
- (72 mos.) Stage D Residential Tower (western postion of Parcel 3).
- construction is to commence approximately thirty-six (36) month following commencement of construction on Stage A but in no event later than seventy-two (72) months following commencement of construction on Stage A.
- (84 mos.) . Stage E Third Residential Tower (eastern portion of Par-cel 3, to include low-to-moderate-income housing for the elderly if subsidized financing for the same can be secured).
- Construction is to commence approximately forty-eight (48) months following commencement of construction on Stage A but in no event later than eighty-four (84) months following commencement of construction on Stage A.
 - Stage F Office Tower (Parcel 1, corner of Arlington and Boylston Streets).
- construction is to commence no later than eighty-four (84) more is following commencement of construction on Stage A.

DSTON REDEVELOPMENT AUTH MITTY SITE OBLIGATIONS

Description of Work	Estimated Cost
Rebuilding of Arlington Street (between Boylston and Stuart)	\$ 245, 650
Rebuilding southerly half of Doylston Street) (between Arlington and New Charles)	
Resurfacing of Boylston Street (between New Charles and Tremont)	- 5 93,900
Rebuilding of Church Street (between Columbus and Stuart)	24,750
Rebuilding of Columbus Avenue (between Stuart and Church)	285,000
Construction of New Charles Street (between Boylston and Stuart)	4,678,150
Rebuilding of Providence Street (between Arlington and Providence Street Extension)	175, 100
Construction of New Providence Street Extension (between Providence and Stuart)	139,900
 Rebuilding of Stuart Street (between Arlington and Tremont)	5 99 , 250
Resurfacing of Tremont Street (between Boylston and Stuart)	58,300

Included in each instance are: street lighting; high-service water system; low-service water system; high pressure fire system; surface drainage system; sanitary sewer system; traffic control system; street, traffic, and directional signs; and police signal and fire alarm systems.

PARK PLAZA

URBAN RENEWAL PROJECT

FINAL PROJECT REPORT

BOSTON REDEVELOPMENT AUTHORITY

July 1971

FINAL PROJECT REPORT URBAN RENEWAL PLAN

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FINAL PROJECT REPORT URBAN RENEWAL PLAN

A. DESCRIPTION OF PROJECT

1. Project Boundary Map

The Project Boundary is shown on Map No. 1, PROJECT BOUNDARY MAP.

2. Project Boundary Description

The Project Area is bounded and described as follows:

Beginning at the intersection of the southerly sideline of Beach Street and the easterly sideline of Knapp Street;

Thence running in a generally southerly direction along said easterly sideline of Knapp Street to a point, said point being the intersection of the centerline of Kneeland Street and the easterly sideline of Knapp Street extended thereto;

Thence turning and running in a generally westerly direction along the centerlines of Kneeland Street and Stuart Street to a point, said point being the intersection of the centerline of Stuart Street and the westerly sideline of Arlington Street;

Thence turning and running in a generally northerly direction along said westerly sideline of Arlington Street to a point, said point being the intersection of the westerly sideline of Arlington Street and the northerly sideline of Boylston Street;

Thence turning and running in a generally easterly direction along said northerly sideline of Boylston Street to a point, said point being the intersection of the northerly sideline of Boylston Street and the westerly sideline of Bumstead Court;

Thence turning and running in a generally southerly direction across Boylston Street along an extension of said westerly sideline of Bumstead Court to a point in the southerly sideline of Boylston Street;

Thence turning and running in a generally easterly direction along said southerly sideline of Boylston Street to a point, said point being the intersection of the easterly sideline of Washington Street and the southerly sideline of Boylston Street extended thereto;

Thence turning and running in a generally northerly direction along said easterly sideline of Washington Street to a point, said point being the intersection of the easterly sideline of Washington Street and the northerly sideline of Essex Street;

Thence turning and running in a generally easterly direction along said northerly sideline of Essex Street (past Harrison Avenue Extension) to a point, said point being the intersection of the northerly sideline of Essex Street and the easterly sideline of Harrison Avenue extended thereto:

Thence turning and running in a generally southerly direction along said easterly sideline of Harrison Avenue to a point, said point being the intersection of the easterly sideline of Harrison Avenue and the northerly property line of 19-25 Harrison Avenue extended thereto;

Thence turning and running in a generally westerly direction across Harrison Avenue along said extension of the northerly property line of 19-25 Harrison Avenue to a point in the westerly sideline of Harrison Avenue;

Thence turning and running in a generally southerly direction along said westerly sideline of Harrison Avenue to a point, said point being the intersection of the westerly sideline of Harrison Avenue and the northerly sideline of Beach Street;

Thence turning and running in a generally westerly direction along said northerly sideline of Beach Street to a point, said point being the intersection of the northerly sideline of Beach Street and the westerly property line of 27-39 Harrison Avenue;

Thence turning and running in a generally southerly direction across Beach Street along an extension of said westerly property line of 27-39 Harrison Avenue to a point in the southerly sideline of Beach Street;

Thence turning and running in a generally westerly direction along said southerly sideline of Beach Street to the point of beginning, said point being the intersection of the southerly sideline of Beach Street and the easterly sideline of Knapp Street;

Excluding, however, the structures at 19-25 Harrison Avenue and 27-39 Harrison Avenue.

As soon as construction begins on Λ -1, the Authority will immediately advertise for the redevelopment of Parcels D and E. Unless the Authority shall have selected a Developer for Parcels D and E within 3 years from the date of approval of this plan, Parcels D and E shall no longer be considered to be part of the Park Plaza Project Area.

FINAL PROJECT REPORT URBAN RENEWAL PLAN

B. PLAN OBJECTIVES

1. Basic Objectives

The basic objectives of the Park Plaza Urban Renewal Plan are:

- a. To provide a new "intown" residential community in the heart of the city.
- b. To provide a higher economic use to replace an existing underutilized area.
- c. To eliminate blighted conditions.
- d. To increase the tax revenue by a more intensive development of the area.
- e. To prevent the haphazard redevelopment of this important sector of Boston which would occur through unplanned renewal based upon the present street layout and pattern of privately-owned parcels.

2. Planning Objectives

Planning objectives include the following:

To provide a lively mixture of mutually reinforcing uses with emphasis on residential and daytime plus evening activity. To carefully integrate, as to scale and activity, the new development with the surrounding areas -- especially in the relationship of the buildings and uses along Boylston Street to the adjacent Boston Common and Public Garden. To provide multilevel attractive and continuous C. pedestrian areas through the Project with maximum separation between vehicular and pedestrian movements and convenient interfacing with other transportation modes (transit, taxi, auto, pedestrian). To eliminate excess and confusing roadways and d. replace them with an efficient, safe, and adequate new road system based on the overall proposed downtown traffic plan.

3. Building Design Objectives

The general design objectives are:

a. To create multi-use new structures, with the lower elements built close to the street lines so as to maintain the urban character.

- b. To provide a series of high-rise structures spaced apart as a continuation of the "high spine" of Boston.
- c. To build with materials whose color and scale relate well to the existing Boston architecture of Back Bay, Beacon Hill, and Bay Village.
- d. To create a new and pleasant environment within the public and semipublic areas to maximize the use of such areas and add a new dimension to the downtown commercial and entertainment areas.

FINAL PROJECT REPORT URBAN RENEWAL PLAN

C. PROPOSED RENEWAL ACTIONS

1. Proposed Types of Renewal Actions

The proposed types of renewal actions within the Project Area will consist of clearance and redevelopment activity and provision of public improvements, rights-of-way, and utility adjustments.

2. Clearance and Redevelopment Activities

Clearance and redevelopment activities include:

- a. The acquisition of real property;
- b. The relocation of the occupants thereof;
- c. The clearance of land and buildings;
- d. The installation, construction, and reconstruction of improvements;
- e. The disposition of land for uses in accordance with the land use and building requirements and other provisions of the Urban Renewal Plan; and
- f. Design review and enforcement of provisions of Land Disposition Agreements.

3. Rehabilitation Activities

There are no rehabilitation activities contemplated within the Project Area.

4. Public Improvements

Public improvements may include, as necessary, the abandonment, provision, improvement, extension, construction, reconstruction, and installation of rights-of-way, streets, landscaped open spaces, new tree plantings, and public utilities, such as water, sewers, traffic and street lighting systems, and police and fire communications systems located in public rights-of-way, in order to carry out the objectives of the Urban Renewal Plan, substantially as described in the Project Improvements Report.

FINAL PROJECT REPORT URBAN RENEWAL PLAN

D. PROPERTY TO BE ACQUIRED

1. Identification

Properties to be acquired by the Boston Redevelopment Authority in Stage I (Disposition Parcels 1, 2, and 3), sometimes referred to in the aggregate as A, B, and C, of the Project Area are shown on Map No. 3, LAND ACQUISITION MAP, and identified on Map No. 5, OWNERSHIP DATA MAP.

2. Conditions for Stage II Acquisition

properties within Stage II the Authority shall provide security to the satisfaction of the Mayor pursuant to Chapters 79 and 121B of the Massachusetts General Laws, as amended, shall submit to the City Council and the state for their approval plans for the design and financing of the proposed improvements within Stage II, which plans shall be in at least as much detail as those provided to the Council in respect to Stage I, and shall likewise comply with the Requirements of Chapter 79A of the Massachusetts General Laws, as amended.

FINAL PROJECT REPORT URBAN RENEWAL PLAN

E. INTERIM USE OF ACQUIRED PROPERTY

The Boston Redevelopment Authority may devote property acquired under the provisions of the Urban Renewal Plan to temporary use prior to the time such property is needed for development. Such uses may include, but are not limited to, project office facilities, relocation purposes, public transportation, or recreation, all in accordance with such standards, controls, and regulations as the Authority may deem appropriate.

Authority to proceed on a schedule of acquisition, relocation, and demolition which is directly related to the timing for commencement of construction and thereby to minimize the amount of land which could be utilized for interim uses. Such interim uses may not be continued more than six months beyond the completion of all demolition on the site without the approval of the Director of the Boston Redevelopment Authority. No interim use of any acquired parcel for parking shall be made except for

- (a) those parcels which at the time of adoption of the Plan are used for parking;
- (b) areas needed to provide parking for construction activities.

FINAL PROJECT REPORT URBAN RENEWAL PLAN

F. LAND USE AND BUILDING REQUIREMENTS

1. Land Use Plan

The use of land in the Project Area shall be in accordance with the permitted uses as shown on Map No. 6, LAND DISPOSAL MAP.

2. Land Use and Building Requirements

a. General

- (1) The use and development of land and improvements shall be in accordance with the requirements of this Section of the Plan.
- divide disposition parcels as appropriate. In the event of subdivision, the permitted uses will be applicable to subparcels and parking requirements will be divided as appropriate.
- (3) The provisions of this Section shall apply to all disposition parcels unless specifically excepted.
- (4) Use controls as set forth in this Section shall be interpreted to permit supporting and ancillary uses which in the opinion of the Authority are reasonably associated with the primary use.

b. Definitions

(1) Height

The vertical distance of the highest point of the roof, excluding penthouses and roof structures, above the mean grade of the sidewalk at the line of the street or streets on which the building abuts, or, in the case of a building not abutting on a street, above a given grade adjoining the building line, as more fully defined in the Zoning Code of the City of Boston as in effect on the date the Plan is approved by the Boston City Council.

(2) Floor Area Ratio (F.A.R.)

The ratio of the gross floor area above grade of a structure or group of structures to the total parcel area.

(3) Arcade

A substantial area of a building which is open to public access for right-of-way purposes.

(4) Pedestrian Easement

For the purpose of this Plan, pedestrian easement means the provision of public pedestrian access subject to reasonable regulations and security and does not mean the creation of a right-of-way in the technical sense.

c. Building Requirements and Restrictions

(1) Landscaping and Screening

All open areas must be suitably landscaped so as to provide a visually attractive environment.

(2) Off-Street Loading

NUMBER OF BAYS REQUIRED BY GROSS FLOOR AREA OF STRUCTURES

Gross Floor Area (in thousands of square feet)	Commercial			
Under 15 15 to 50 50 - 100 100 - 250 250 - 400 400 - 550 550 - 700 700 - 850 850 - 1,000	0 1 1 2 2 2 3	0 0 0 1 0 1 2	0 1 2 2 2 3 3	0 0 1 0 1 2 1 2 3
1,000 - 1,150 1,150 - 1,300 over 1,300 *	3	3 2	4	3

^{*} one additional space of 25' minimum length has
to be provided for every 150,000 square feet
or fraction thereof, over 1,300,000; OR one
space of 36' minimum length has to be provided
for every 300,000 square feet over 1,300,000
PROVIDED that half of all spaces are 36' long
or longer. Within this limitation 2 spaces
25 to 36 feet long are interchangeable with
one space 36' or longer.

The above controls shall apply unless a developer or owner can demonstrate to the satisfaction of the Authority that the off-street loading needs of the property will be met adequately in other ways or that the lack of such loading facilities will not be detrimental to surrounding areas of the Project. Provision shall be made so that all movement of trucks for loading is accomplished within the site. Loading provisions that require a truck to back up into traffic to get in or out of a loading dock are expressly prohibited.

d. Other On-site Improvements

All improvements on the land, including buildings, landscaped areas, and parking areas, shall be properly maintained, by the then owner, in good repair and in clean, sanitary, and attractive condition. Sufficient and suitable refuse and garbage storage and disposal facilities, including structural enclosures where appropriate, shall be provided and properly maintained by the then owner. Open storage of materials, equipment, or merchandise shall not be permitted in any section of the Project Area.

e. Sign Control

Signs within the Project Area shall be restricted to an identification of the use of and goods available on the premises. All signs must be suitably integrated with the architectural design of the structure which they identify. No signs or advertising shall be placed on the exterior facade on or above the floor level of the third floor of any structure. No sign shall project above the roof of the structure on which it is mounted. The size, design, location, and number of signs, the placement or replacement of any sign, or any exceptions to the above controls shall be subject to the approval of the Authority and any other body charged at the time with the control of outdoor advertising.

f. Parking

All parking structures shall be designed so as to provide one entrance lane for each 300 parking spaces provided. Each entrance lane must have sufficient reservoir space to avoid vehicle back-up onto public streets. All parking shall be enclosed unless otherwise indicated in Item 6 of this Section.

g. Subway Facilities

Provision shall be made by the redeveloper for connections to subway facilities in accordance with the Land Disposal Map, and disposition parcels may be subject to easements and other rights as appropriate therewith.

h. Utilities

The placement or replacement of all private and public utilities shall be underground, and disposition parcels may be subject to easements and other rights as appropriate in accordance with this requirement.

i. Provisions for Handicapped Persons.

All new buildings and facilities in the Project Area shall be so designed that persons in wheelchairs can enter, travel about, and leave the building in a convenient manner without obstruction.

3. Land Use

The Project Area shall generally be devoted to residential, hotel, office, parking and commercial uses. Specific uses for each parcel are set forth in Item 6 of this Section. In each case, and unless specifically otherwise provided, designation of a particular use includes all accessory and ancillary uses customarily or reasonably incident to the use specified or the use on an adjoining parcel.

4. Land Use and Building Reguirements for Disposition Parcels

The specific parcels described in the controls below are shown by number on Map No. 6, LAND DISPOSAL MAP.

PARCEL 1

Permitted Uses

Commercial, Residential, Office, Entertainment, Open Space, and Cultural.

No parking permitted above the main pedestrian level.

Height

125' maximum for 80' depth from property line along Boylston Street and 155' maximum on remainder of site. (with exceptions as noted below).

- a. A tower abutting Arlington Street of not more than 21,500 gross square feet per floor and a height of not more than 450' is permitted.
- b. A tower within 300' of Charles Street of not more than 14,000 gross square feet per floor and a height of not more than 450' is permitted.

F.A.R.

13

Vehicular Access

None permitted (access to Parcel 1 for servicing or parking may be provided on Parcel 2).

Other Requirements

Utility easement from Boylston Street to Providence Street.

Pedestrian easement throughout Parcel parallel to Boylston Street with connections to the Arlington Street subway mezzanine and to the major pedestrian levels of Parcel 2.

Visual easement along Columbus Avenue above 3rd level of buildings within easement area.

PARCEL 2

Permitted Uses

Commercial, Residential, Office, Hotel, Entertainment, Open Space, Cultural, and Parking.

Height

Not more than 650'.

F.A.R.

15

Vehicular Access

From Church, Providence, and Charles Streets, but not within 40 ' of their intersection with Stuart Street; and from Stuart Street in the area between Church and Providence Streets.

Other Requirements

Pedestrian easements at major pedestrian levels through Parcel from Parcel 1 to Parcel 3 across Charles Street.

Development easements are provided above and below Charles Street for the connection of Parcel 2 to Parcel 3. A street easement is required for Providence Street Extension through Parcel 2.

PARCEL 3

Permitted Uses

Commercial, Residential, Office, Hotel, Entertainment, Open Space, Cultural, and Parking.

Height

125' maximum along Boylston Street frontage for a depth of 100'; 650' maximum for remainder of Parcel.

F.A.R.

15

Vehicular Access

From Stuart and Charles Streets, but not within 50° of their intersection.

Other Requirements

Pedestrian easement through Parcel 3 parallel to Boylston Street and connecting Parcel 2 to Parcel 4 at major pedestrian levels.

Visual easement at corner of Boylston and Charles Streets.

PARCEL 4

Permitted Uses

Commercial, Residential, Office, Hotel, Entertainment, Open Space, and Cultural.

. No parking required.

Height

No major structure above 125' at the corner of Boylston and Tremont Streets; 650' maximum on remainder of site.

F.A.R.

15

(A bonus of up to 17 F.A.R. may be permitted if certain desired cultural facilities are provided in the development.)

Vehicular Access

From Washington and Stuart Streets, but not within 50' of any intersection.

Other Requirements

Pedestrian easements through Parcel 4 from Tremont Street to Washington Street and from the northeast and northwest corners to the center of Parcel 4.

Pedestrian connections to Boylston and Essex Subway Stations.

PARCEL 5

Permitted Uses

Commercial, Office, Residential, Hotel, Entertainment, and Parking.

Height

450' maximum.

F.A.R.

15

Vehicular Access

From Beach, Essex, and Knapp Streets and Harrison Avenue.

Other Requirements

Pedestrian easement at grade along existing Beach Street r.o.w. within Parcel 5.

Pedestrian connections to Essex Subway Station.

PARCEL A*

Permitted Uses

Commercial, Office, Residential, Entertainment, Cultural, Open Space, and Parking.

Height

650' maximum.

F.A.R.

15

^{*}Parcels A and B are not within the area for public acquisition.

These controls apply to any redevelopment of these sites whether assembled by abutters or other parties. If Parcel A or B is subdivided or redeveloped in stages, the controls apply to any

Vehicular Access

From Columbus Avenue and/or Providence Street.

Other Requirements

Pedestrian connections to the major pedestrian levels of Parcels 1 and 2.

PARCEL B*

Permitted Uses

Commercial, Residential, Office, Hotel, Entertainment, Cultural, and Open Space.

Height

125' maximum.

F.A.R.

10

Vehicular Access

Through Parcel 3 or, if that cannot be achieved, from Tremont Street.

Other Requirements

Pedestrian access to adjacent pedestrian levels and access to the Boylston Subway Station complex.

and all portions of the site. If the Colonial Theatre is to be demolished, a replacement facility of its kind must be provided in the new development or in a location acceptable to the Boston Redevelopment Authority.

FINAL PROJECT REPORT URBAN RENEWAL PLAN

G. REHABILITATION

All structures within the Project Area are to be demolished, with the exception of:

Statler Hilton Hotel

Statler Office Building

80 Boylston Street (Little Building)

100 Boylston Street (Colonial Building)

120 Boylston Street (Walker Building)

The present uses of these structures are in keeping with the Project Plan, and the buildings must be maintained in accordance with the Zoning and Building Codes of the City of Boston.

FINAL PROJECT REPORT URBAN RENEWAL PLAN

H. REDEVELOPER'S OBLIGATIONS

1. Applicability of this Section

The provisions of this Section shall apply to each parcel acquired upon its disposition and shall be implemented by appropriate covenants and provisions in disposition documents.

2. Compliance with Plan

Redevelopment of the land in the Project Area shall be made subject to the regulations and controls set forth in this Urban Renewal Plan. The purpose of such regulations and controls is to assure that the redevelopment of land within the Project Area will conform to the planning and design objectives of the Urban Renewal Plan. It is therefore the obligation of all redevelopers not only to comply with these regulations and controls but also to familiarize themselves with the overall Urban Renewal Plan and to prepare redevelopment proposals which conform to the Plan.

3. Design Review

All redevelopment and all improvement proposals will be subject to the standard Design Review process and approval by the Boston Redevelopment Authority prior to land disposition and/or prior to the commencement of construction.

In addition to assuring compliance with the specific controls set forth in this Plan and more specifically set forth in disposition documents, the Authority will establish design review procedures and will evaluate the quality and appropriateness of redevelopment proposals with reference to the design objectives and requirements set forth in this Plan and in the disposition documents.

4. General Obligations

The Authority shall obligate redevelopers and purchasers of land in the Project Area, and their successors and assigns, by covenants and conditions running with the land or other appropriate means providing for reasonable action in the event of default or noncompliance by such redevelopers and purchasers:

a. To devote, develop, or otherwise use such land only for the purpose and in the manner stated in the Plan;

b. To comply with such terms and conditions relating to the use and maintenance of such land and improvements thereon as in the opinion of the Authority are neccessary to carry out the purpose and objectives of the Plan and of the relevant provisions of the Massachusetts General Laws;

- improvements in accordance with reasonable time schedules as determined, agreed on, and established by the Authority;
- d. To give preference in the selection of tenants for commercial space built in the Project Area to persons who are displaced from such area or from other areas on account of action taken pursuant to Urban Renewal Plans and who desire to rent such commercial space and will be able to pay rents or prices equal to rents or prices charged other tenants for similar or comparable space built as a part of the same redevelopment.
- e. To devote 1% of construction cost to beautify the

 Boston Common and the Public Garden and to works of
 art in accordance with policies established by the

 Authority.

5. Disposition by Redeveloper

The redeveloper shall not dispose of all or part of his interest in a disposition parcel within the Project Area without the written consent of the Boston Redevelopment Authority until the full completion by the redeveloper of all improvements required by and in conformity with the terms and conditions both of the Urban Renewal Plan and of the Land Disposition Agreement entered into between the redeveloper and the Authority. The Boston Redevelopment Authority may in granting such consent impose conditions that will, among other things, prevent speculation, protect the interest of the Boston Redevelopment Authority and the City of Boston, and effect compliance with and achieve the objectives of Chapter 121B and, where applicable, Chapter 121A of the Massachusetts General Laws, and amendments thereto.

FINAL PROJECT REPORT URBAN RENEWAL PLAN

I. ZONING CHANGES

The present zoning is primarily B-10, with a portion adjacent to Stuart and Kneeland Streets zoned as B-8.

The Plan proposes that all of the Project Area be zoned B-10 and that the necessary changes from B-8 to B-10 be made in phase after each portion of the present B-8 district is acquired.

FINAL PROJECT REPORT URBAN RENEWAL PLAN

J. RELATION OF PLAN TO LOCAL OBJECTIVES

1. Conformity with General Plan

The Urban Renewal Plan is in conformity with the <u>General</u>

<u>Plan 1965/1975 for the City of Boston and the Regional Core</u>, as

<u>adopted by the Boston Redevelopment Authority in March 1965.</u>

The Urban Renewal Plan also conforms to the <u>General Neighborhood Renewal Plan for Downtown</u>, as adopted by the Authority in March 1967, and the <u>Central Business District Plan</u> approved in June 1967.

2. Relationship to Definite Local Objectives

a. Land Use

The development as proposed will provide a new intown community of more than 2,000 dwelling units. These apartments will help to reinforce the present downtown neighborhoods such as Bay Village, Chinatown, Back Bay, and Beacon Hill. The hotel, office, and retail activities will fill in the commercial gap between Downtown and Back Bay, adding new economic life for the entire core area. Also, provision of high quality, modern cultural and entertainment facilities will upgrade the evening and convention centers and extend the use of this portion of Downtown into a sixteen-hour day.

b. The clarification of the street pattern and the separation between the major flows of pedestrian and vehicular traffic, plus the development of off-street servicing areas, will greatly improve the quality as well as the safety of the Project Area.

c. Improvement of Public Utilities

The Urban Renewal Plan includes the provision for the relocation, abandonment, or replacement of all existing public utilities where necessitated by the development proposals. Such relocation or replacement shall be done in conformity with local standards.

d. Recreational and Community Facilities

A primary feature of the Plan is the generous amount of space allocated to public pedestrian areas. These areas will include all-weather multilevel shop-lined arcades connecting the areas outside the Project, as well as the subway stations with the major elements of the new development. Attractive urban plazas bordered by active pedestrian-oriented uses will also be provided in various portions of the Project Area.

FINAL PROJECT REPORT URBAN RENEWAL PLAN

K. NONDISCRIMINATION PROVISIONS

All property and all transactions affecting or respecting the installation, construction, reconstruction, maintenance, rehabilitation, use, development, sale, converance, leasing, management, or occupancy of real property within the Project Area shall be subject to the applicable provisions of Chapter 151B of the Massachusetts General Laws, and amendments thereto, and to all other applicable federal, state, and local laws prohibiting discrimination or segregation by reason of race, color, sex, religion, or national origin.

FINAL PROJECT REPORT URBAN RENEWAL PLAN

L. RELOCATION

L. Extent of Relocation

a. Family Relocation

There are approximately 282 persons located within the Project Area. A total of 33 persons representing a maximum of 29 households reside in the Stage I area (Parcels 1, 2 and 3). Most of the residents in the Stage I area appear to be single individuals; there appear to be four married couples. Approximately one-third of these residents have lived in their present unit for less than eighteen months. The median age of these individuals is twenty-seven years. All but eight residents appear to be employed with four of the remaining eight listed as students. The occupations range from professional to unskilled.

b. Business Relocation

Approximately 440 businesses are located within the Project Area, of which 255 are in Stage I -- Parcels 1, 2 and 3.

The major categories of business use are: first floor, retail; upper floor, office and some commercial.

2. Availability of Relocation Resources.

a. Family Relocation

A detailed survey will be conducted shortly to determine household size and income, together with the area preferences

of those to be displaced in the Stage I area. It is expected that some may be interested in the new housing being constructed in the adjacent South Cove Urban Renewal Project Area (Mass Pike Towers and Tai Tung). Family Relocation staff will work with each household in accordance with their particular preferences when relocation becomes necessary.

b. Business Relocation

A recent real estate market survey shows 1,102,864 square feet of vacant office space in the Government Center, Financial, Midtown and Back Bay districts. In addition to the existing space, it is estimated that new construction in the South Cove, Waterfront, Fenway and Downtown areas will generate approximately 1,000,000 square feet of new retail space in the next three to four years. Further, it is expected that the Stage I area of the Park Plaza Project will produce 500,000 square feet of retail space as well as 1,000,000 square feet of new office space.

3. Relocation Program

a. Relocation Services - Family

The Authority will carry out a relocation program through its trained family relocation staff. This will involve surveying each resident to determine his or her housing and area preferences as well as to determine whether any social service or other types of assistance may be needed. Trained rehousing staff will be assigned to make appropriate housing referrals as needed.

b. Relocation Services - Business

The Business Relocation Program will be conducted by experienced specialists of the Business Relocation Section. This will

include interviewing all businesses to be relocated in order to determine the needs of each business, as well as collecting and making available information regarding suitable relocation space. The staff will also assist each business in every reasonable way in order to effect a successful relocation. Relocation of the businesses will be carried out in an orderly manner through careful staging and close cooperation between the redeveloper and the Business Relocation Section of the Authority. In this manner, it is hoped to minimize the difficulties of relocating the businesses and, further, to prevent undue hardship to the individual business organizations.

4. Relocation Payments

a. Family

The Authority's policy is to make payments in accordance with the highest federal payments available to residents being relocated in urban renewal projects which are in effect at the time of relocation, but in no case will such payments be less than the federal relocation payments to residents in effect on the date the plan is approved by the City Council.

b. Business

The Authority's policy is to make payments for such items as moving expenses and loss of property in accordance with the highest federal payments available to businesses being relocated in urban renewal projects which are in effect at the time of relocation, but in no case will such payments be less than the federal

relocation payments to businesses in effect on the date the plan is approved by the City Council.

These benefits will insure that uniform, fair and equitable treatment is afforded to businesses being displaced as a result of the Park Plaza Project.

c. In the event the total costs of relocation, as required by existing federal regulations, exceed those costs which would have prevailed at the time the Authority originally invited bid proposals, the additional costs shall be borne equally by Urban and the City.

FINAL PROJECT REPORT URBAN RENEWAL PLAN

M. MODIFICATION AND TERMINATION

1. Plan Modification or Amendment

This Plan may be adjusted in minor ways from time to time by the Authority, but no substantial change may be made herein with—out the same state and local approval which would then be required upon submission of a new plan; provided, that any change which increases any prescribed floor area ratio or height limit or which alters the uses prescribed for any parcel shall be deemed to be substantial.

2. Termination

The provisions and requirements established in this Urban Renewal Plan shall be maintained in effect for a period of forty (40) years from the date of the original approval of the Urban Renewal Plan by the City Council and the Mayor of the City of Boston, except for Section K, which shall remain in effect for one hundred (100) years from said date.

It is the specific intent of the City Council that each of the approvals given by the City Council in its final vote adopting this Plan is conditioned on acceptance by the Authority of all of the changes voted by the City Council, whether in approving or amending the report of the Committee on Urban Development. If any of such changes are not effected by the Authority or Developer, all approvals herein given are specifically nullified and invalidated. Should the Authority find any changes unacceptable, it must resubmit the Plan for City Council approval with written notice of such part or parts as are found unacceptable and such changes as are recommended for City Council action.

PARK PLAZA

URBAN RENEWAL PROJECT

FINAL PROJECT REPORT

SUPPORTING DOCUMENTATION

BOSTON REDEVELOPMENT AUTHORITY

July 1971

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

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LABOR STANDARDS

(3)

An approved form HUD-647, Determination of Prevailing Salaries of Technical Positions, is on file with the Boston Redevelopment Authority.

FINAL PROJECT REPORT
SUPPORTING DOCUMENTATION

COMMUNITY REQUIREMENTS DATA

The Workable Program has been certified to July 1, 1972.

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT AREA REPORT

Basis for Boundary Revisions

The Park Plaza Urban Renewal Project Area is made up primarily of two subareas of the Central Business District Urban Renewal Project Area.— the Hinge Block and the Park Square subareas. When Federal funds were not available to undertake the entire Central Business District Urban Renewal Project, the U.S. Department of Housing and Urban Development recommended that the Authority undertake mini-projects within the Survey and Planning Application boundaries of the Central Business District. The Park Plaza Urban Renewal Project Area is totally within the Central Business District Urban Renewal Project Area Survey and Planning Application boundaries.

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT AREA REPORT Project Area Maps

The following maps are submitted, under separate cover, with this report:

No. 1 - BOUNDARY MAP

No. 2 - LAND USE MAP

No. 4 - BUILDING DEFICIENCIES MAP

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT AREA REPORT

3

Justification for Clearance and Redevelopment

a. Surveys Made in Classifying Buildings

In 1964 a thorough exterior and interior (with the owner's consent) examination was made of all the buildings in the Central Business District Urban Renewal Area, which includes all the proposed Park Plaza Urban Renewal Project Area. This examination was accomplished with the aid of a four-page check-off list. The type of materials and their condition was noted for such features as the walls, ceilings, floors, windows, halls, corridors, stairs, elevators, roofs, basements, toilets, utilities, foundations, fire protection, loading facilities, and parking.

Each building was given a rating according to its deficiencies and deterioration. Also, each building was classified as to type, such as fireproof, semi-fireproof, heavy timber and masonry, wood and masonry, etc. The inspectors, also noted on the form anything they observed such as sagging floor beams or a settling foundation.

This information was assimilated in the "Boston Central Business District Planning Report" prepared by Victor Gruen Associates, Inc., in 1967 for the Boston Redevelopment Authority.

In 1970, a new building condition survey was made of the buildings in the Park Plaza Urban Renewal Project Area. Members of the Authority's Engineering staff reviewed the classifications given to the buildings in the 1964 CBD Building Survey. The method used to review the findings of the 1964 Survey was first to obtain copies of all the Building Permits issued in the area since 1964 by the Building Department of the City of Boston. It was the opinion of Mr. Wallace Orpin, Director of Engineering of the Authority, that a building classified as "Deficient" or "Substandard" in 1964 could not have been renovated to correct the deficiencies without the owners obtaining a Building Permit.

It was found that there were Building Permits issued to 21 buildings since 1964, but only 10 of these involved buildings classified as "Deficient" or worse in 1964. The other 11 permits involved buildings classified as "Standard".

The 10 "Deficient" buildings were singled out for re-entry by members of the Authority's Engineering Staff to see if in fact the work had been done and whether or not the work corrected the deficiencies. Of the 10 buildings, it was found that only 4 could now be reclassified as "Standard" (one of these is the Little Building, which is one of the buildings that will remain) and that the work done in the other 6 either was of a superficial nature such as change of occupancy or did not structurally correct what had been found wrong with the building in 1964.

It was decided that an attempt should be made to enter as many as possible of the remaining 78 buildings classified as "Deficient" or worse in the 1964 survey. To accomplish this, four two-man teams were organized from members of the BRA Staff. Of the 78, access was gained to 61 buildings. Entry was refused in 8 buildings and the owner or agent of the remaining 9 buildings could not be located.

However, the exteriors of the 17 buildings that could not be entered were reexamined, also, members of the BRA Staff did further research in the files of the Building Department of the City of Boston, obtaining where possible the original Building Permits of the buildings in question.

The interior examinations did uncover several cases where renovation work had been done since the 1964 survey, for which Building Permits could not be located. The assumption was made that the work was done in accordance with the Building Code and accordingly the classifications of these buildings were upgraded. However, several cases of advanced deterioration that could be hazardous to life were discovered.

b. Results of Surveys

A table showing the revised classifications of the buildings in the Park Plaza Project follows:

No. of Deficient No. of Bldgs. No. of Bldgs. Total No. of Block Structurally which may be Buildings Buildings Acquired Substandard Warranting Clearance S2B3A S2B3B Ō S2B4A 15 20 5 2 397A 396-407 TOTALS

Of the 120 buildings in the Project Area, it was found that 81 (68%) are "Deficient" or worse and that 36 (30%) are substandard structurally to a degree requiring clearance.

The following major structural defects were found in the 61 buildings of which complete interior and exterior surveys were completed - which buildings comprise an accurate sample of, and fairly represent, all the buildings in the Project Area.

Fifty-six of the buildings surveyed contain inadequate or unsafe plumbing, heating, or electrical facilities.

In 21 buildings there are cracks in the base material on inside walls or loose, missing, or broken base material or evidence of major leaks.

The floors of 11 buildings are sagging or pitched.

Roofs are sagging or out of line, or roofing material is loose, missing, or deteriorated in 14 buildings.

In 12 buildings the exterior surface of foundations and basements are loose, broken, or deteriorated, or the exterior foundation is deteriorated, or the columns or piers are loose, missing, or deteriorated, or the framing is split or deteriorated.

There are 11 buildings that have exterior walls with missing or deteriorated masonry or joints or siding or have walls out of plumb.

Deficiencies and structurally unsound buildings are in general distributed throughout the Project Area.

Not only are 68% of the buildings classified as "Deficient" or worse and 30% are "Structurally substandard to a degree requiring clearance", but 97 of the buildings or 81% of the total, were built before 1890 and are of nonfireproof construction.

To quote from Page 83 of the 1967 Boston Central—Business District Planning Report concerning the "Lower Washing-ton Street Hinge Block Area", "Structures in the area are primarily nonfireproof, pre-1890 loft buildings and pre-1870 small-scale residential buildings. The majority of the buildings are either deteriorating or dilapidated"; and from Page 124 concerning the Park Square Area, "Two major buildings dominate the area - one, the Statler, the largest hotel in Downtown Boston; and the Motor Mart, an old but very large and substantial multideck parking garage. Most of the other structures are either pre-1890 nonfire-proof lofts or pre-1870 monfireproof, small-scale brick structures."

A table illustrating the age of the buildings in the Park Plaza Urban Renewal Project Area follows:

Block	Total No. of Buildings	No. Built Pre-1890	No. Built 1890-1920	No. Built 1920-1960
COTOA	-14	2		9
S2B3A	•	_3	O	1
S2B3B	13	11	1	1
S2B4A	1	0	0	1
377	1	0	0	1
378	10	9	1	0
379	1	1	0	0
380	12	10	1	1
391	5	4	1	0
392	20	19	0	1
393	42	32	10	0
394	8	8	0	0
397A	2	0	0	2
396-407	1	0	0	1
TOTALS	120	97	14	9

Authority surveys clearly show that more than 20% of the buildings are structurally substandard to a degree warranting clearance and more than 50% of the buildings warrant clearance to remove such blighting influences as obsolete buildings not suitable for improvement or conversion and buildings containing deficiencies which are hazards to the health, safety, and general well-being of the City.

c. Additional Blighting Influences Justifying Clearance

1. Inadequate Street Patterns

The Park Plaza Urban Renewal Project Area is comprised largely of irregular, narrow, and substandard streets which are insufficient to carry the normal volumes of vehicular traffic through and within the Area. Moreover, the streets taken together do not form a coherent or regular system; therefore the efficiency of traffic movements cannot be materially improved through the use of any technical devices such as signs and signals. As a result, the critical streets within the Project Area are often clogged with traffic, and such traffic jams overflow into adjoining streets, thereby impeding fire equipment and widespread stoppage of vehicular transportation within the area. In addition, an extraordinary percentage of streets within the Project Area have defective and potentially dangerous surfaces and require reconstruction. And a number of streets are poorly lighted because of, among other things, improperly spaced lighting. These and related traffic deficiencies have severely discouraged new commercial development within the Project Area in the last 40-year period and have been a principal cause of the high rate of vacancies in existing structures.

One of Boston's most confusing and inefficient intersections lies at the heart of this Project Area - Park Square. Varying street widths, a complex pattern of one-way movements, and total lack of symmetry result in disorientation of driver and pedestrian alike. The planned redesign of the traffic pattern, as shown in the Park Plaza Urban Renewal Plan, would eliminate most of the traffic problems and result in additional development land for revenue-producing purposes.

The existence of a major bus terminal at Park Square causes considerable congestion and overtaxes the local street system, which is not adequate to handle both the vehicular traffic and bus movements in peak hours. Relocation of this

facility to South Station, as planned, would greatly help in reducing present congestion.

Only a very small number of the existing buildings have adequate off-street servicing facilities. This results in curbside and double parking by trucks with across-the-sidewalk servicing disruptive to both vehicular and pedestrian traffic. Numerous buildings are served from narrow dead-end alleys causing a back-and-fill operation of trucks, which again is disruptive to traffic.

2. Incompatible Land Use

More than 45% of the total 35 acres in the Park Plaza Project Area is devoted to street rights-of-way and parking facilities, an unreasonably high percentage of unproductive land in such a prime location. Ground floor uses are a wide-ranged mixture of service and retail, night-clubs and bars, restaurants, legitimate theatres, and parking lots. Upper level uses include general office, apartments, hotel, light manufacturing, and storage, with a very high vacancy rate above the first floor.

3. Overcrowding of Buildings on the Land

Of the 150 parcels in the Area, 115 are less than 5,000 square feet (76.6%) and 91 less than 3,000 square feet (60.6%). Upgrading and development of the land with its present small and irregular parcels is not economically feasible by present-day standards.

FINAL PROJECT REPORT
SUPPORTING DOCUMENTATION

REPORT ON PLANNING PROPOSALS

Zoning Proposals

The present zoning in the Project Area is primarily B-10 with a small area in the southeast corner zoned as B-8.

Zoning changes proposed by the Plan are to have the entire Project Area zoned as a B-10 district.

Zoning changes where necessary will take effect immediately after acquisition of the parcels within the zoning change area.

The Boston Redevelopment Authority, which is the local planning agency, fully accepts the changes from a B-8 to a B-10 district for the entire Project Area.

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

REPORT ON PLANNING PROPOSALS

Basis for Determination of Land Use

Proposed Land Use

The proposed land uses provide for a more intensive development of commercial uses, parking, office, and hotel, and the introduction of a significant amount of housing in the form of high-rise apartment towers.

These basic land use proposals have been determined over a long-range planning program which began with the "Plan for the Central Business District", published by the Boston Planning Board in 1959. In the mid-sixties, a joint effort between the business community represented by the Committee for the Central Business District, Inc., the Boston Redevelopment Authority, and the City, with Victor Gruen Associates as consultant, produced the Central Business District Urban Renewal Plan. Also early in the 'Sixties, the Authority produced a "General Plan for Boston 1965-1975". All of these plans are consistent in proposing new intensive development for the Park Square area with commercial, hotel, and apartment uses predominating.

The replacement of the existing low-density, dilapidated structures with new, high-density contiguous development will form a link between the existing Downtown and Back Bay areas and provide a lasting asset for the City.

Proposed Regulations, Controls, or Restrictions to be Imposed on Properties to be Acquired

The controls on the reuse of disposition sites are fully described in the Urban Renewal Plan, Section F. The basis for these controls is to insure:

- 1. Maximum redevelopment of appropriate uses in proper locations within the Project Area.
- 2. The highest possible quality of design of the new buildings and compatibility with the architecture of the buildings to remain.
- 3. The provision of adequate pedestrian connections to and through development sites.
- 4. Flexibility, consistent with the Plan objectives, to allow for variations in the land use to match market trends during the life of the Plan.

Adequacy of Proposed Zoning and Other Codes and Ordinances

Chapter 665 of the Acts of Massachusetts, 1956, as amended, established the Zoning Commission of the City of Boston and provided for the adoption of a zoning regulation for the City. Under the provisions of Section 14 thereof, the zoning regulation has been reported to the General Court and became effective on December 31, 1964. The regulation represents an updated and significant revision of the prior zoning regulation, first established by Chapter 488, Acts of 1924. The current submission for recertification of the Workable Program for Community Improvement, particularly Section II thereof, discusses progress under prior zoning regulations and the practice under the new zoning regulations. In particular, the current statute provides for mandatory referral of zoning regulations to the City Planning Board, and under Chapter 652 of the Acts of 1960, the Boston Redevelopment Authority performs the functions of this Board. Under the regulations, appeals for conditional uses are referred specifically to the Boston Redevelopment Authority for review and a report.

Modification of Existing Streets

The existing street system is highly confusing and inadequate to handle the existing or proposed traffic flow. The existing complex intersection known as Park Square is proposed to be replaced by a new Charles Street connecting existing Charles Street to the north directly with the new Charles Street south of Stuart Street in the South Cove Project. Eliot Street is proposed to be relocated to the west to further simplify the traffic pattern and facilitate a more efficient flow of traffic in and use of the potential development area.

Areas Within Perimeter Boundary of Project Area to be Excluded from Urban Renewal Area

Not applicable.

Incidental Properties Not to be Acquired

The Statler Hilton Hotel and office building, the Little Building, the Colonial Building, and the Walker Building are to be excluded from acquisition.

Adequacy of Existing and Proposed Facilities

Commercial, community, recreational, and public facilities serving the Project Area are of a special nature reflecting the activities of the dense CBD. Adequacy of these facilities was determined through the planning process earlier. The most predominant type of public facilities in the Project Area are open spaces or pedestrian areas which provide relief from the densely developed areas and give character to the district.

<u>Justification for Acquisition of Properties Involving High</u> <u>Acquisition Costs</u>

There are no such properties in the Project Area.

Relocation of Historic Structures

Not applicable.

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

REPORT ON PLANNING PROPOSALS:

Relationship of Plan to Neighborhood and District Plans

The Park Plaza Urban Renewal Project Area is part of the larger Central Business District Project Area. All proposals for the Park Plaza Area are in conformity with the basic proposals and objectives of the Central Business District Plan approved by the Boston Redevelopment Authority and the City Council in the fall of 1967. Directly south of the Park Plaza Project Area and sharing a boundary along Stuart and Kneeland Streets, is the South Cove Urban Renewal Project. Proposals for street and utility adjustments and land use plans have been carefully coordinated between the two Projects.

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

REPORT ON PLANNING PROPOSALS

Conformity with the General Plan and the Workable Program

The Park Plaza Urban Renewal Plan is in conformity with the "General Plan for the City of Boston 1965-1975", dated March 1965, and with the Workable Program of which the "General Plan" is a part.

PARK PLAZA URBAN RENEWAL PROJECT BOSTON REDEVELOPMENT AUTHORITY FINAL PROJECT REPORT SUPPORTING DOCUMENTATION REPORT ON MINORITY GROUP CONSIDERATIONS The Park Plaza Urban Renewal Project Area presently is primarily a commercial area and has no concentration of minority group families. The Urban Renewal Plan will provide for new housing and will contain a general prohibition against restrictive covenants to ensure that the Project land will not be restricted by any agreement or other instrument on the basis of race, color, sex, religion, or national origin in the sale, lease, or rental or in the use and occupancy thereof. In addition, the Resolution of the Authority approving the Urban Renewal Plan will provide assurances that nondiscrimination requirements under Title VI of the Civil Rights Act of 1964 will be met. The Park Plaza Urban Renewal Plan will have little or no effect on minority group concentration within the community at large. Because very few families reside within the Project Area, the Project will have little or no effect on neighborhoods housing displaced families. Schools and other public facilities serving families living in the Project Area after redevelopment will suffer no increase in minority group concentration because of the Urban Renewal Plan prohibitions against restrictive covenants and assurances of nondiscrimination provisions. The overriding consideration in undertaking the Park Plaza Urban Renewal Project is to promote new development in one of the most valuable but underutilized commercial areas of the city. Other projects throughout the city that the Authority has undertaken are contributing to a reduction in minority group concentration. The Project will result in a substantial increase in the supply of housing in the Project Area. - 17 -

d. Although the Authority has consulted with many groups on the planning of the Project, there has been no specific consultation with minority group representatives because of the lack of minority groups residing in the Project Area.

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

COMMUNITY ORGANIZATION DATA

a. The latest survey of the Park Plaza Urban Renewal Project Area shows 282 persons residing in 266 households. All but 32 reside in Disposition Parcels 4 and 5, which make up Stage II of the Project and are not scheduled for acquisition at this time. Residing in a predominantly commercial area, they are mostly single individuals or couples without children. No community organizations exist now. The Authority plans no formation of a community organization at this time, but will keep the residents informed through its Family Relocation Department and the Project staff.

The Authority has worked closely with the business community of the Project Area through the Back Bay Association, the Committee for the Central Business District, the Chamber of Commerce, the Real Estate Board and individual business in the area. The Authority contemplates continuing to work through existing business organizations.

b. Because of the composition of the residential group now in the Project Area, the Authority does not plan to develop a referral system.

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

REPORT ON CITIZEN PARTICIPATION

It is the intention of the Authority to establish a broadbased Project Area Committee. The Committee will be represented in Project participation through established community business and civic groups such as the Back Bay Association.

FINAL PROJECT REPORTSUPPORTING DOCUMENTATION

REHABILITATION DATA

No rehabilitation program is contemplated. Only four properties within the Park Plaza Urgan Renewal Project are not scheduled for acquisition. All four properties are in sound condition, meet all state and local code requirements and have been recently rehabilitated.

PARK PLAZA URBAN RENEWAL PROJECT BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

LAND ACQUISITION REPORT

- a. Property Maps are submitted under separate cover with this Report.
- b. Tabulation of property to be acquired is to be found on Map 5, OWNERSHIP DATA MAP, submitted under separate cover with this Report.
- c. The following properties involve public ownership or other public interest.

Block	Parcel	Owner	Sq.Ft.	Present Use
393	8	George Robert White Fund City of Boston	3,503 2,867	Commercial Park
395 408 - 9		City of Boston	11,037	Park

The Authority will have the power to acquire the George Robert White Fund building by eminent domain and has initiated the necessary legal actions to acquire the park land.

- d. No payment of consequential damages to any real or personal property is anticipated.
- e. In compliance with Section 508, subsections (a) and (b), of Survey and Planning Contracts, the Authority requires each employee to complete annually a disclosure form relating to ownership of property in Urban Renewal Project Areas. Similar forms are secured from each member of the Authority and of the City Council.

Completed forms recently received from all employees and members of the Authority reveal that no employee or member owns or has interest in any property in the proposed Park Plaza Urban Renewal Area.

PARK PLAZA URBAN RENEWAL PROJECT BOSTON REDEVELOPMENT AUTHORITY FINAL PROJECT REPORT

LAND DISPOSAL REPORT

SUPPORTING DOCUMENTATION

- a. Firm land disposition estimates have not been determined.
 Only "windshield" appraisals have been made of properties to
 be acquired; actual appraisals will be made at the redeveloper's
 expense, upon local and state approval of the Project. The
 unique concept of the Park Plaza Urban Renewal Project is that
 the redevelopers will pay a land disposition price equal to the
 total cost of acquisition, relocation, demolition, and site
 preparation.
- b. Disposition parcels are shown on Map 6, LAND DISPOSAL MAP, submitted under separate cover with this Report.
- c. All of the disposition parcels are critical in that they must be redeveloped in order to accomplish the objectives of the Project. The Authority will not proceed on acquisition of property or relocation in any disposition parcel until a redeveloper has submitted a sound feasibility plan and has demonstrated ability to proceed with redevelopment. Tentative designation as redeveloper has been given to Boston Urban Associates for Disposition Parcels 1, 2, and 3. It is anticipated that the redeveloper will acquire Parcel 1 as soon as appraisals and acquisitions can be made, following local and state approvals. As indicated above, no firm disposition price has been determined; the price will be based upon the actual cost of acquisition, relocation, demolition, and site preparation,
- d. No contracts have been executed for any disposition parcel.
- e. Section 113, Sale of Industrial or Commercial Land to a Public Agency or Nonprofit Corporation, is not applicable to the Park Plaza Urban Renewal Project.

PARK PLAZA URBAN RENEWAL PROJECT BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT
SUPPORTING DOCUMENTATION

COST ESTIMATE AND FINANCING REPORT

The Park Plaza Urban Renewal Project is a non-Federally-assisted Project. In general, there will be no write-down on the land cost to the redeveloper. The land price will be determined by the final total of the combined acquisition, relocation, and demolition costs necessary to create the development sites.

The attached letter dated July 1, 1971, from Boston Urban Associates to the Director of the Boston Redevelopment Authority outlines the amounts and sources of the private funds for the proposed Park Plaza Stage I development.

The City share of the Park Plaza Project will include the acquisition and demolition of land and buildings necessary for the creation of New Charles Street and the construction, relocation, and resurfacing of all public rights-of-way when necessary within the Project Area. The residual land acquired by the City but not needed for the new Charles Street right-of-way will be sold by the City to the redeveloper at cost.

Existing City Streets to be abandoned within the Project are to be appraised and sold to the redevelopers, with the proceeds accruing to the City.

The cost estimates for the City within the Park Plaza Project are as follows:

COSTS

LAND ACQUISITION
DEMOLITION
LEGAL and FINANCING
STREETS and UTILITIES

\$4,095,000 155,000 150,000 2,400,000

TOTAL

\$6,800,000

PROCEEDS

LAND DISPOSITION

\$3,285,000

In addition, the redeveloper has agreed to pay an annual sum of \$150,000 to the City, for a period of twenty years commencing five years after the completion of the redeveloper's construction, for a total of

\$3,000,000

SHORT-TERM COST TO CITY

\$3,515,000

LONG-TERM NET COST TO CITY

\$ 515,000

The Authority proposes to finance the Project by the issuance of tax exempt bonds pursuant to Section H of Chapter 121B of the Massachusetts General Laws.

With the proceeds from the sale of these bonds the Authority shall pay for the acquisition, demolition, and clearance of the Project Area.

The Authority will ask the City to provide the financing for construction of a new Charles Street together with public facilities incidental to the same.

The proposed method of financing Parcels 4 and 5 is private financing consistent with G.L. c. 121B section 50. The Authority presently contemplates that the types of private financing used will be comparable to that now proposed for Parcels 1, 2, and 3. No street and utility adjustments in Parcels 4 and 5 of consequence

are anticipated, so that private financing without public support presently appears feasible. Although public funds do not presently appear available to assist in project development of Parcels 4 and 5, the Authority will seek to use any available public funds to accelerate the development of Parcels 4 and 5.

Bc on Urban Associates ONE BOSTON PLACE · BOSTON · MASSACHUSETTS 02108 · (617) 523-8667

MORTIMER B. ZUCKERMAN
President

July 1, 1971

Mr. Robert T. Kenney Director Boston Redevelopment Authority City Hall Boston, Massachusetts 02201

Dear Bob:

Re: Park Plaza Financing

The total development cost of Park Plaza has been estimated at approximately \$260,500,000. This can be broken down into the various elements of the project as follows:

Retail & Low Rise Office Space	\$50,500,000
Apartments & Parking	120,000,000
Hotel	50,000,000
High Rise Office Tower	40,000,000
•	\$260,500,000

After considerable discussion with several financial institutions it was decided that financing for the project could best be achieved if each of the major elements were financed as separate entities.

Common to all elements, however, will be the form of equity ownership. In each case the equity will be held by a joint venture whose managing partners will be Mortimer B. Zuckerman and Edward H. Linde. Certain other individuals would participate in one or more of the joint ventures, investing equity funds where needed and receiving a share of project profits, cash flow, depreciation and tax losses.

The first of these joint ventures, Park Plaza Associates, was set up by Mr. Zuckerman and Mr. Linde at the time of the original Park Plaza submission and was capitalized with \$1,500,000 in liquid assets. Furthermore, the combined net worth of Mr. Zuckerman and Mr. Linde exceeds \$6,000,000 and together with the sums to be invested by other joint venture participants, will provide additional equity for this joint venture and any others set up for the various elements of the development. The specific additional financing programs which will be arranged for the major project elements are described as follows:

1. Retail & Low Rise Office Space

- a.) Estimated Total Cost \$50,500,000
- b.) Nature of Financing

A group of major insurance companies will provide substantially all of the \$50,500,000 funds required. This loan will be in the form of conventional mortgage financing with the insurance companies receiving a fixed minimum return on their total investment, but will also include an additional interest provision allowing them to participate in the net revenue generated by the property. As outlined in the letter attached hereto Congen will lead the syndicate of insurance companies participating in this aspect of total project financing.

2. Apartments & Parking

- a.) Estimated Total Cost \$120,000,000
- b.) Nature of Financing

The funds required to erect this portion of the project will be raised by the issuance of bonds secured exclusively by the property and revenues of the development. This novel approach to financing has been devised to alleviate some of the economic problems arising from the need to carry out the proposed urban renewal without any Federal subsidies. Eastman Dillon and White, Weld have described their program for selling these bonds in the letters attached to this summary statement.

3. Hotel

- a.) Estimated Total Cost \$50,000,000
- b.) Nature of Financing

Several major insurance companies have indicated their interest in providing financing for this element of the project and are prepared to finalize their commitments when a final decision has been made as to who will operate the hotel. BUA is now in the process of

negotiating with several hotel chains in order to arrive at a final agreement that will assure first class hotel operation on the soundest financial footing. Included in this agreement will be the requirement that the hotel operator make a significant investment in the \$50,000,000 total development cost.

4. High Rise Office Tower

- a.) Estimated Total Cost \$40,000,000
- b.) Nature of Financing

It has been BUA's decision to delay the office tower until a principal tenant is obtained. Upon approval of the project BUA will seek a principal tenant and at that time with a principal tenant commitment in hand this remaining portion of the project will be financed conventionally.

Conclusion

The basic financial feasibility of Park Plaza is sound enough to attract the equity and mortgage funds as indicated by the attached letters, which, of course, must be necessarily qualified given the preliminary stage of the development, which precludes precise cost estimates as well as firm tenant commitments. It is unusual to be in a position to be able to present such evidence at this early a stage in the development since only 90 days have transpired since designation of BUA. It is based on the condition that overall costs can be kept under control. But BUA and its institutional financial support believe in the future of Park Plaza, and the capacity to bring it to an early and successful conclusion, given the cooperation of the City and the BRA.

Sincerely,

Mortimer B. Zuckerman

MBZ:jeb Enclosures CONGENTEALTY ADVISORY COMPANY

Maynard C. Bartram, Jr. President

June 16, 1971

Mr. Mortimer B. Zuckerman President Boston Urban Associates One Boston Place Boston, Massachusetts 02108

Park Plaza Beston, Massachusetts

Dear Mort:

We have had occasion to make a preliminary evaluation of the conceptual plans for the retail shopping center and the low rise office portion along Boylston Street of the Park Plaza development for which Boston Urban Associates has been designated as developer.

In the preliminary evaluation we have reviewed the general layout and location of these uses within the Park Plaza area, and also reviewed proliminary estimates of costs and revenues. Obviously due to the current status of your recent designation, it is impossible to have developed detailed design development plans and a more precise estimate of costs, nor is it possible to have obtained major tenant commitments or to have defined all of the leasing areas and revenues at this time. levertheless, on the basis of these preliminary estimates and our know-.edge of Boston Urban Associates as a responsible developer, we have concluded that we would be willing to pursue our interest in providing 330 million of the projected \$50.5 million in development cost financing on a basis mutually satisfactory to both parties. Further we would be willing to consider working with you on arranging for the additional \$20.5 million with other institutions so as to complete the financing, but this matter will have to be decided by both of us at the appropriate time.

We are looking forward to continuing to work with you as the plans are refined in their final details.

Very truly yours,

Maynard C. Bartram, Jr.

mfw

EASTMAN DILLON, UNION SECURITIES & Co.

INCORPORATED NEW YORK STOCK EXCHANGE

ONE CHASE MANHATTAN PLAZA

New York, New York 10005

CABLE ADDRESS EASTUNION

212 - 770 - 8000

June 25.

Boston Urban Associates One Boston Place Boston, Massachusetts

> Re: Park Plaza Development

Gentlemen:

PRINCIPAL CITIES

We are pleased to submit this letter to you indicating our understanding of the Development and our financing role with respect to the residential and parking portions.

Park Plaza is a proposed multi-use development located in midtown Boston along Boylston Street stretching from Arlington to Tremont Streets. There will be commercial and office buildings and a hotel. These will be privately financed. There will also be three residential towers and 100 town house (creating 1600 residential units) and parking facilities for more than 3000 cars. The costs of land acquisition, building construction and financing are expected to be paid for out of the proceeds of tax-exempt municipal bonds, presently estimated by Boston Urban Associates to be \$120,000,000. These bonds would be issued by the Boston Redevelopment Authority and sold to us as managing underwriter. The bonds would be payable solely out of rental revenues and no taxing power of any municipal government would be involved.

Although you understand it is impossible to give you or the Boston Redevelopment Authority a firm underwriting commitment at this time because of the preliminary stage of designing, cost and timing of development, we can confirm our intent to do so, subject to all economic, financial, legal and tax matters being resolved to all parties' mutual satisfaction.

Our willingness to participate in the proposed financing is conditioned upon participation in and control of the Development by Boston Urban Associates and by Messrs. Edward Linde and Mortimer Zuckerman, with whom we have enjoyed a long standing relationship, and in whose professional competence we place great confidence.

It is understood that this letter shall not constitute an agreement between us. Any underwriting would be subject to the execution of an agreement between you and the Authority and us following the taking of all proper legal proceedings and the satisfaction of such other terms and conditions as are usually included in similar undertakings. First Vice President RSL: ja

BOSTON
CHICAGO
ATI TA
DAI
S
HAGERSTOWN
HARTFORD
LOS ANGELES
MINNEAPOLIS
NEW HAVEN

WHITE, WELD & Co.

SO BROAD STREET

NEW YORK, N. Y. 10005

PHILADELPHIA SAN PRANCISCO

LONDON
PARIS
ZURICH
CARACAS
GENEVA
HONG KONG
MONTEVIDEO

June 21, 1971

Boston Urban Associates One Boston Place Boston, Massachusetts 02108

Attention: Mr. Mortimer B. Zuckerman, President Gentlemen:

We have heretofore discussed with you the Park Plaza
Development and our firm is generally familiar with this project.
We understand that it is contemplated that there will be included
therein three residential towers containing some 1600 residential
units together with parking facilities for at least 3000 vehicles.
We have reviewed certain revenue and cost information relative to
the project as a whole indicating a total capital cost for this
portion, including allocated land acquisition and development
expenses, of approximately \$120 million. We realize that the
foregoing costs are based on preliminary estimates and it is
expected that a substantially more specific budget will be prepared
in the near future. Furthermore, we appreciate the overall project
is such that various segments thereof can be completed separately,
one from another. From an initial study of the information, nothing
has come to our attention that would indicate that the estimates are
not generally reasonable and the overall project not feasible.

You have also advised us that the Boston Redevelopment Authority has the statutory power to issue tax-exempt revenue bonds in respect to financing of the project. The bonds would have as security the land and improvements of the project and the debt service would be derived solely from revenues generated therefrom.

There would be no guarantee by any other party. We have had preliminary conversations with municipal bond counsel in Boston and they have advised us of the statutory powers of the BRA. However, any such financing would require a special ruling from the Internal Revenue Service in order to render the customary bond counsel opinion.

Our firm is familiar with tax-exempt, revenue bond financing and we have underwritten or acted as financial agent in respect to raising long-term capital for numerous such projects including toll roads, airport facilities, parking facilities, college dormitories, water systems, sewage treatment facilities, and the like. We believe that the project can be financed and will be pleased to work with you in the development of the tax-exempt financing plan, its presentation to the Boston Redevelopment Authority and the actual placement of the securities involved. The foregoing is predicated on receipt of an opinion from bond counsel as to the tax-exempt status of the securities and the legality thereof. Preliminary review on both matters by Bingham, Dana & Gould and by Goulston & Storrs respectively has been favorable. It would also be subject to further refinement by appropriate experts in respect to the capital costs and revenues involved and, of course, to market conditions at the time of undertaking the financing.

We have worked with the principals of Boston Urban Associates and have enjoyed a long-standing, favorable relationship with them. We believe they are qualified to carry out this project and the foregoing expression of interest is predicated upon their direction of the project.

Yours truly,

WHITE, WELD & CO.

PARK PLAZA URBAN RENEWAL PROJECT BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

RELOCATION

BUSINESS RELOCATION PROGRAM

BUSINESS RELOCATION REPORT

- Exhibit A Letter to Business Owners in Properties to be Acquired under the Urban Renewal Plan, Distributed Prior to Local Consideration
 - Exhibit B Letter to Business Owners in Properties to be Acquired under the Urban Renewal Plan, to be Distributed at the Time of State Approval

FAMILY RELOCATION PROGRAM

FAMILY RELOCATION REPORT

BUSINESS RELOCATION PROGRAM

A. Administrative Organization

1. Name of Agency which will administer relocation operations:

BOSTON REDEVELOPMENT AUTHORITY

- 2. Description of organization of relocation staff:
 - a. A Business Relocation Staff has been functioning specifically to carry out relocation in all Urban Renewal Projects. Consisting of Business Relocation Specialists and necessary clerical and record-keeping support, this staff will enable the Authority to carry out adequately, the relocation of all displaced businesses in the project area.
 - b. In addition, the Authority, through its Central Relocation Office, coordinates relocation on a community-wide basis and assists the various project staffs.

B. Relations with Site Occupants

Location and Business Hours of the Business Relocation Office:

A Business Relocation Service Office will be established in the Park Plaza Project Area. The office hours will be from 9:00 A. M. to 5:00 P. M., Monday through Friday. Evening appointments will be arranged upon request.

C. Eviction Policy of the Boston Redevelopment Authority

By its program for an effective business relocation service, the Authority does not anticipate the necessity for eviction. Only as a last resort, will the Authority undertake eviction proceedings and only against businesses who:

- 1. Refuse and fail to pay Use and Occupancy Charges to the Authority.
- 2. Make use of the premises for illegal purposes or create and maintain a nuisance.
- 3. Refuse over a reasonable period of time and after a reasonable number of attempts to admit a Business Relocation Representative.

- 4. Refuse over a reasonable period of time and after a reasonable number of attempts to cooperate with Business Relocation efforts and to consider suitable relocation space opportunities.
- 5. Are in a situation requiring eviction under State or Local Law.

D. Relocation Payments

- 1 a. Unless otherwise required by State laws or regulations, or previous votes of the Council, the procedures and timetables for Business Relocation required by the Federal government shall govern.
 - b. The Authority will make payments for such items as moving expenses and loss of property in accordance with the highest Federal payments available to businesses being relocated in urban renewal projects which are in effect at the time of relocation, but in no case will such payments be less than the Federal relocation payments to businesses in effect on the date the plan is approved by the City Council. These benefits will insure that uniform, fair and equitable treatment is afforded to businesses being displaced as a result of the Park Plaza Project.
 - c. In the event the total costs of relocation, as required by existing Federal regulations, exceed those costs which would have prevailed at the time the Authority originally invited bid proposals, the additional costs shall be borne equally by Urban and the City.
 - d. Within 60 days of displacement and submission of a claim the Authority will offer the claimant the amount it considers the claimant entitled to.
 - e. Where the Authority, in its own discretion, shall determine that there is a bona fide hardship in the case of any resident or business to be taken within the project area, the Authority, with the approval of the developer, shall arrange for the early acquisition of said resident's or business' property. The Authority shall, where necessary, require any developer to provide the funds necessary for such early acquisition in advance of such time as such funds would otherwise be required under the provisions of any land disposition agreement or other agreement with said developer.
- 2. In an Informational Statement distributed to all site occupants at a time no later than State approval of the Project Plan, the Authority will indicate the availability of payments, describe the types of payments, and state that detailed information will be available at the Business Relocation Site Office.

- 3. The following types of relocation payments will be made to eligible site occupants who are displaced:
 - a. To a business concern for its reasonable and necessary moving expenses and any actual direct loss of property except goodwill or profit (for which reimbursement or compensation is not otherwise made).
 - b. To a business concern which is not displaced but is required to remove its outdoor advertising display for moving expenses required in the removal of the display.
- 4. Time limit for filing claims:
 - a. A claim for moving expenses or actual direct loss of property shall be submitted within six months after displacement.
 - b. A claim for settlement costs shall be submitted within six months after the cost has been incurred.
 - c. A supplementary claim for storage costs paid after submission of an initial claim for moving expenses shall be submitted within six months after the property is moved from storage or six months after displacement, whichever is later, but in no case may a supplementary claim be submitted more than fifteen months after displacement.

E. Services to Business Concerns

- 1. Informational Program
 - a. An Informational Statement will be distributed to all site occupants no later than the time of State Approval of the Plan. The statement will:
 - (1) Describe the Project and indicate its boundaries.
 - (2) Describe the relocation services and aids to be available.
 - (3) Indicate the availability of payments, types of payments and the general eligibility requirements for payment.
 - (4) State the location and hours of the Business Relocation Service Site Office.
 - b. As soon as possible after approval of the Plan, but well in advance of property acquisition, contacts will be made with each site occupant. At that time, the Authority will:
 - (1) Present a Business Relocation Guide which will explain in greater detail, the relocation services, aids and payments available. The Business Relocation Specialist will discuss the Guide's contents.
 - (2) Inform the occupant of the reason for acquisition, of the approximate date that the property will be acquired, and of the target date for the business to be relocated.
 - (3) Emphasize the Authority's policy that every reasonable attempt will be made to aid in a successful relocation.
 - (4) Stress the existence of the Business
 Relocation Site Office and the Authority's
 desire that the occupant contact the office
 for assistance, information, or for
 verification of rumors or statements
 coming from other than Authority sources.

(5) Explain the obligations of the occupant to pay Use and Occupancy Charges and his status as a tenant-at-will, when the property has been acquired.

- (6) Inform the occupant of his legal rights as a representative of a business about to be displaced.
- (7) Attempt to determine the occupant's relocation space needs and area preferences.
- c. The Authority will follow up the initial interview with periodic visits and telephone calls from the Business Relocation Specialist assigned to aid the site occupant. The Specialist will keep the occupant informed of all pertinent developments.
- 2. Interviews with site occupants to determine space needs and location preferences.
 - a. A Business Interview form has been developed to enable the Business Relocation Specialist to assess and determine the space needs and location preferences of the site occupant.
 - b. The business information gathered in the initial interview and subsequent contacts, as necessary, will be handled in one of two ways:
 - (1) If the business is a routine relocation situation, a business that can easily be relocated by the site office staff, the material will be analyzed at the site office and space needs handled by the site office.
 - (2) If the business is a difficult relocation situation, the material will be given to the Central Business Relocation Office, where the firm's needs will be assessed and discussed with the site office specialists. Central Business Relocation has space resources and real estate contacts beyond the immediate Project Area.

- c. Business Relocation Specialists will follow up initial interviews and will offer space suggestions to the site occupants. By keeping a record of suggestions made and reactions to the suggestions, the Authority will be able to refine the needs and preferences of a business.
- 3. Provision for space availability listings and for cooperation with the real estate community.
 - a. The Authority gathers listings of available relocation space by:
 - (1) Working with members of the Greater Boston Real Estate Board and the Building Owners and Managers Association, a sub-division of the Board.
 - (2) Sight vacancy surveys by the Business Relocation Staff. Vacancies found will be followed up, so as to have accurate and detailed listings.
 - b. The Project Relocation Staff will call on the resources of the Central Business Relocation Office for available relocation spaces outside of the project.
 - c. The Authority will encourage real estate brokers to visit the Business Relocation Service Site Office so that they might familiarize themselves with the Project Plan and, particularly, with the Business Relocation Program. Interested Brokers will be added to a list which will be available for referral to site occupants.
 - d. The Developer has agreed to assist the Business Relocation Staff in obtaining relocation space listings.
 - e. When suggesting available relocation spaces to site occupants, the Business Relocation
 Specialist will give essential details and the real estate contact who has given the listing.
 The Authority will maintain a strict policy of non-interference in private enterprise by avoidance of subjective comment about either the site occupant or a space listing and by non-participation in any negotiations. However, if requested by both parties in space negotiations, the Authority will use its good will and/or will mediate.

to be redeveloped under the Plan expresses an interest in returning to the redevelopment upon its completion, the Authority will see that the business receives preference, provided that the type of business is compatible with the reuse purpose and is agreeable to the terms of occupancy.

F. Additional State or Local Relocation Requirements

- 1. Chapter 790 of the Acts of 1965 of the Commonwealth of Massachusetts created a Bureau of Relocation, now within the State Department of Community Affairs. The Bureau is empowered to determine whether a governmental agency is qualified to undertake relocation; the Authority will submit its relocation program to the Bureau.
- 2. Section 8B of Chapter 79 of the General Laws, as amended, provides that no person in possession of property which has been taken shall be required to vacate the site until four months after notice of taking has been given to him. The Authority will follow the requirement and will inform each site occupant of his rights to tenancy for four months after notice of acquisition.

BUSINESS RELOCATION REPORT

A. Estimate of Non-Residential Displacement

Approximately 392 businesses are located within the Project Area of which 207 are in Phase I, Parcels 1, 2 and 3.

The estimated 207 businesses to be displaced in Phase I occupy approximately 700,000 square feet. This breaks down as follows:

Ground Floor Retail Upper Floor Space

200,000 square feet 500,000 square feet 700,000 square feet

B. Relocation Space Resources

1. Ground-Floor Retail

A survey of the core area shows available ground floor retail space totaling 175,000 square feet.

In addition to existing space, it is estimated new development in the South Cove, Waterfront, Fenway and Downtown Areas will generate up to 1,000,000 square feet in the next few years.

Further it is expected that the Phase I area of the Park Plaza Project will produce 500,000 square feet of rental space.

2. Office Space

A recent real estate survey shows 1,102,864 square feet of vacant space in the Government Center, Financial, Midtown and Back Bay districts.

The Park Plaza Project is expected to add approximately 1,000,000 square feet of new office space.

EXHIBIT A

OSTON REDEVELOPMENT AUTHORITY City Hall / Room 900, 1 City Hall Square / Boston, Massachusetts 02201 / Telephone (617) 722-4300

August 30, 1971

Dear Business Owner:

The City of Boston has under consideration an urban renewal project to be known as the Park Plaza Urban Renewal Project. The Urban Renewal Committee of the Boston City Council will hold a public hearing in the City Council Chambers at 10:00 A. M. on September 21, 1971. It is necessary that we interview those firms who will be required to move by the Park Plaza Project and I request your cooperation with the member of the Business Relocation Staff who is conducting the interview.

The Park Plaza Project is bounded in general by Boylston-Essex Streets, Stuart-Kneeland Streets between Arlington and Knapp Streets. The general objectives for the Park Plaza Project are to strengthen and improve this area as well as provide a development link between the Downtown, Retail and Office Centers and the Back Bay Commercial District.

Although your business is scheduled to be dislocated, the City of Boston recognizes its importance and will make every possible effort to aid in a successful relocation. The Business Relocation Service will work closely with you to help you find suitable relocation space, to minimize the difficulties of uprooting and reestablishing, to guide you in securing the available relocation benefits and services and to keep you informed of project progress and activity. The relocation payments to which you may be entitled include moving expenses and property loss, providing basic eligibility requirements are met. Further and more detailed information describing both payments and services will be distributed at a later date.

YOU ARE CAUTIONED NOT TO MOVE WITHOUT CONSULTING THIS OFFICE, AS NO RELOCATION PAYMENT CAN BE MADE UNTIL THE PROJECT HAS BEEN APPROVED AT BOTH THE LOCAL AND STATE LEVELS.

A Business Relocation Service Office will be established in the project area, once the project has received the necessary approvals. For the present, any immediate questions may be directed to Mr. Thomas P. Daly, at this office.

Very truly yours,

John H. O'Neill, Jr. Chief Business Relocation

JHO:hek

EXHIBIT B



BOSTON REDEVELOPMENT AUTHORITY City Hall / Room 900, 1 City Hall Square / Boston, Massachusetts 02201 / Telephone (617) 722-4300

Dear Business Owner:

The City of Boston and the Commonwealth of Massachusetts have approved an urban renewal project designated as the Park Plaza Project. This project includes acquisition of the property in which your business is located.

The Business Relocation Service will work closely with you to help you find suitable relocation space, to minimize the difficulties of uprooting and reestablishing, to guide you in securing the available relocation benefits and services; and to keep you informed of project progress and activity.

In the near future, a business relocation specialist will call on you to explain the program and to answer your questions. At that time, he will give you a copy of our Business Relocation Guide which explains the services and relocation payments available and which spells out proper procedures to follow to insure reimbursement.

A Business Relocation Office has been established at
, telephone and a qualified and experienced Business Relocation Staff is available to you, Monday through Friday,
9:00 A. M. to 5:00 P. M. Evening appointments will be arranged, at your request.

YOU ARE CAUTIONED NOT TO MOVE WITHOUT CONSULTING THIS OFFICE, AS NO RELOCATION PAYMENT CAN BE MADE WITHOUT THE APPROVAL OF THE BUSINESS RELOCATION SERVICE.

Your telephone inquiries or personal visits are encouraged, if we can be of help at this time.

Very truly yours,

John H. O'Neill, Jr. Chief
Business Relocation

JHO:hek

FAMILY RELOCATION PROGRAM

I. ADMINISTRATIVE ORGANIZATION

Relocation services for families and individuals will be provided by the Boston Redevelopment Authority, Department of Family Relocation. Experienced relocation staff consisting of a Relocation Specialist, Rehousing Specialist, and necessary records coordination and clerical support will enable the Authority to carry out adequately the relocation of the households displaced within the project area.

A Family Relocation Site Office will be established in the Park Plaza Project Area. Office hours will be from 9:00 A.M. to 5:00 P.M., Monday through Friday. Evening appointments will be arranged upon request.

II. RELOCATION STANDARDS

Unless otherwise required by State laws or regulations, or previous votes of the Council, the procedures and timetables for family relocation required by the federal government shall govern.

The relocation assistance program must assure the availability of housing which is:

- a) Decent, safe, sanitary, and comparable to the prerelocation dwelling.
- b) Within the family or individual's ability to pay (not exceeding 25% of a family's adjusted income).
- c) Accessible to the primary wage earner's place of employment or other needed facility, and which is free from adverse environmental conditions.
- d) Available to all regardless of race, color, religion, sex, or national origin, and available without discrinination based on source of income.

III. RELOCATION PAYMENTS

- a) The Authority will make payments in accordance with the highest federal payments available to residents being relocated in urban renewal projects which are in effect at the time of relocation, but in no case will such payments be less than the federal relocation payments to residents in effect on the date the plan is approved by the City Council.
- b) In the event the total costs of relocation, as required by existing federal regulations, exceed those costs which would have prevailed at the time the Authority originally invited bid proposals, the additional costs shall be borne equally by Urban and the City.

- c) The following types of Relocation Payments will be made to eligible displaced site occupants:
 - Actual reimbursement for moving, packing, storage, and property loss, or, at the option of the household, a fixed moving payment and dislocation allowance not exceeding \$500.
 - Rental Assistance Payment to assist in offsetting rental increases resulting from relocation, or towards the downpayment of a new home.
 - 3. Replacement Housing Payment to assist displaced owneroccupants in purchasing replacement housing.

IV. SERVICES TO DISPLACED HOUSEHOLDS

a) Information

An Informational Statement will be distributed to all site occupants no later than the time of local approval of the Plan. The statement will:

- 1. Describe the Project and indicate its boundaries.
- 2. Describe the relocation services and aids to be available.
- 3. Indicate the availability of payments, types of payments, and the general eligibility requirements for payment.
- 4. State the location and hours of the Relocation Service Site Office.

b) Relocation Survey

As soon as posible after approval of the Plan, but well in advance of property acquisition, the Relocation Staff shall interview all families and individuals who will be displaced to obtain information upon which to plan for housing and other accomodations, as well as counseling needs. The nature and extent of assistance and payments shall be carefully explained and fully discussed with each person. All area residents shall be advised and encouraged to visit the Site Office for information and assistance. The Authority shall prepare and maintain an accurate relocation record for each project resident to be displaced. The record shall contain a description of the pertinent characteristics of those persons to be displaced and the assistance deemed to be necessary.

c) Direct Services

1. Thorough discussion of all housing resources, including public, private, and sales housing (with references to listings of HUD and VA-acquired properties).

- 2. Involvement of the household in developing a relocation plan consistent with expressed needs and preferences.
- 3. Assistance with all necessary applications for public housing, Federal rent subsidy, moderate-income housing, and all procedures related to home purchase and securing of mortgage financing.
- 4. Assistance in securing listings for private rental units which are appropriate in size, cost, and location.
- 5. Assistance with any matter relating to social, financial, health or other needs, including when appropriate, access through referral to another helping agency for special assistance.
- 6. Inspection of all relocation housing to determine if it meets relocation standards, and if substandard, assistance in bringing the unit up to code standards, or assistance in locating another unit.
- 7. Assistance in securing all payment benefits for which families and individuals are eligible.

d) Additional State or Local Relocation Requirements

- 1. Chapter 790 of the Acts of 1965 of the Commonwealth of Massachusetts created a Bureau of Relocation now within the State Department of Community Affairs. The Bureau is empowered to qualify an agency to undertake relocation and to review and approve relocation plans prior to a public taking. The Authority will submit its relocation program to the Bureau.
- 2. Section 88 of Chapter 79 of the General Laws, as amended, provides that no person in possession of property which has been taken shall be required to vacate the site until four months after notice of taking has been given to him. The Authority shall follow the requirement, and shall inform each site occupant of his rights to tenancy for four months after notice of acquisition.

V. HARDSHIP ACQUISITION

Where the Authority, in its own discretion, shall determine that there is a bona fide hardship in the case of any resident or business to be taken within the project area, the Authority, with the approval of the developer, shall arrange for the early acquisition of said resident's or business' property. The Authority shall, where necessary, require any developer to provide the funds necessary for such early acquisition in advance of such time as such funds would otherwise be required under the provisions of any land disposition agreement or other agreement with said developer.

VI. EVICTION POLICY

Every effort shall be made to avoid eviction by a private landlord. Agency relocation records must be documented to reflect the specific circumstances surrounding the eviction from agency-acquired property, and no eviction my occur prior to review and approval of the Authority. Eviction shall be permissible only as a last resort and shall be undertaken only for one or more of the following reasons:

- a) The occupant of agency-acquired property fails to pay rent, except in those cases where the failure to pay rent is based upon negligence in keeping the premises in habitable condition.
- b) Maintenance of a nuisance or use of the premises for illegal purposes.
- c) A material breach of the rental agreement.
- d) Refusal to consider a reasonable number of offers of accomodations meeting HUD-approved relocation standards.
- e) Continuous refusal to admit a relocation interviewer who attempts to provide assistance and who visits the claimant at reasonably convenient times, and has wherever possible given notice of his intention to visit the person to be displaced.
- f) Evictions required by State or local law which cannot be avoided by the local agency.

FAMILY RELOCATION REPORT

A preliminary survey was made of the 24 residential units in Phase One of the Park Plaza Project Area. Fifteen families were contacted (including two who were vacating soon and refused interviews).

The majority are comprised of individuals living alone (10), or in joint households (21 persons residing in 8 units). There were only six families, each comprised of two persons.

of the 24 occupied units, 23 are tenant households. All but two of these tenants reside in three multi-unit buildings (two on Stuart Street and one on Carver Street). The average apartment size is 3.5 rooms; the average rental is \$181, including heat; and the average length of residency is 1.5 years. Only one homeowner resides in the project area.

ccupations include the professional, student, and workers in area establishments. The average individual monthly income is \$959. None of those surveyed appear eligible for publicly-assisted housing.

In all, four households had definite plans to vacate (based on personal reasons), and several others were uncertain about their personal plans. Given the long range nature of the proposed project, and the rather frequent turnover of units, housing preferences were therefore somewhat speculative. The majority preferred to remain tenants in the general downtown area. Interest was expressed in a variety of resources—the Beacon Hill area, Bay Village, the new moderate-income Tai Tung Village (now under construction), and the new high-rise Harbor Towers on the Waterfront.

Considering the relatively high turnover in these areas, the priority given to eligible displaced applicants to FHA-assisted housing such as Tai Tung Village and the New Pike Towers, and the long-range nature of the project execution, it can be reasonably assumed that housing resources fitting the expressed heeds and preferences of the project area can be located.

A preference for sales housing was indicated by two households. Based upon their present income and assets, together with relocation payments which may become available, this also appears feasible.

PARK PLAZA

URBAN RENEWAL PROJECT

FINAL PROJECT REPORT

SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT

BOSTON REDEVELOPMENT AUTHORITY

July 1971

PARK PLAZA URBAN RENEWAL PROJECT BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION PROJECT IMPROVEMENTS REPORT

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PARK PLAZA URBAN RENEWAL PROJECT BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT
SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: GENERAL

The Park Plaza Urban Renewal Project is a 35-acre area which is situated between the Back Bay retail and insurance centers to the west and the Chinese Community to the east and between the Public Garden and Boston Common and the department store district of downtown Boston to the north and the South Cove residential, theatre, and medical center district on the south.

Major transportation facilities service the Project Area. There are three subway stations on two lines within the Project, and the Area has convenient vehicular accessibility from the Massachusetts Turnpike, the Fitzgerald Expressway, Storrow Drive, and the primary downtown streets.

The renewal proposed for the Area is designed to retain and intensify many of the activities found at present and to introduce high-rise residential and provide additional hotel and office space, with ancillary parking facilities.

The proposed street adjustments are designed to meet Project requirements for more orderly flow of traffic to, from, and through the Area.

The proposed utility adjustments are compatible with the existing and proposed streets in the Area and are arranged to maintain continuity with the respective systems on the adjacent areas.

The unit costs provided in this report have been derived from comparison with similar current construction work within the region and reflect certain existing conditions in the Project Area. Many of the improvements proposed will occur in narrow congested streets or in streets with dense vehicular traffic. This will result in disruption to construction operations and limit the areas available for continuous work. In addition, the existing streets and utilities have been in place for many years, with some new work added in scattered areas. Construction operations under such conditions will be more expensive, because of irregular and congested utility arrangements and the additional protection required for existing facilities immediately adjacent thereto.

In all the following estimates 10 percent has been allowed for contingencies, 20 percent for the anticipated unit cost increase from present-day unit costs until construction completion, and 16 percent for engineering, for a total of 46 percent.

The initial engineering studies and drawings are in a preliminary stage of development. There are a number of indeterminate factors which could materially increase the costs of Project improvements, especially in sections of the Project where facilities are old and congested.

Such cost increases may result from (1) additional requirements to maintain

the system integrity during the construction of various improvements, (2) variation in unconfirmed subsurface locations and conditions of utilities, and (3) unknown factors coincidental to the design and construction of this class of work. Therefore, because of the nature and location of the contemplated improvements, a contingency factor of 10 percent was used.

The Engineering News Record Construction Index has risen from approximately 880 for January 1, 1963, to 1445 for December 1, 1970. This is a total increase of 64 percent for the eight-year period for an average of 8 percent per year. It should be noted that the Construction Cost Index for Boston, Mass., has averaged only 7.2 percent per year from December, 1963, to December, 1970.

Assuming that the major portion of the Project improvements contemplated will occur three years from the present and that the present cost increase rate will continue, the unit cost increase will be 21.5 percent to 24 percent. It does not seem likely that construction costs will increase at a slower rate in the near future, although Project improvements may be installed somewhat earlier; consequently an anticipated unit cost increase of 20 percent has been used.

Engineering cost percentages of total cost of construction used to determine the engineering cost of these Project improvements have been estimated as follows:

(1) Public Agency Plans (Public Improvement
Commission Plans and Lend Court Plans), 2 percent
(2) Delivery Parcel Plans 1 percent
(3) Construction Plans and Documents 6 percent
(4) Special Studies (Borings, etc.), 2 percent
(5) Survey for Line and Grade during Construction 1 percent
(6) Field Engineering and Inspection 4 percent

The total of 16 percent of the total cost of construction has been used to determine the total cost of the engineering for the Project.

Following is a summary of costs for the various Project improvements.

PARK PLAZA URBAN RENEWAL PROJECT BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT:	SUMMARY OF CO	OF COSTS		
	Cost Charged to Project	% Contingencies, Unit Cost Incr., Engineering		
Demolition and Site Clearance	\$2,637,500	15	\$3,033,000	
Street Adjustments	633,610	46	925,100	
Parks and Public Areas	47,500	46	69,400	
Street and Park Lighting	218,200	46	318,600	
High Service Water System	143,140	46	209,000	
Low Service Water System	167,805	46	245,000	
High Pressure Fire System	220,420	46	321,800	
Surface Drainage System	385,900	46	563,400	
Sanitary Drainage System and Interceptor	354,410	46	517,400	
Police Signal System) Fire Alarm System)	86,200	46	125,900	
Traffic Control System	57,140	46	83,400	
Street, Traffic and Directional Signs	1 18,000	46	26,300	

GRAND TOTAL \$4,969,825 \$6,438,300

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: DEMOLITION AND SITE CLEARANCE

The following is an explanation of the scope and standards applicable to demolition and site clearance activities.

Site clearance shall include the complete and satisfactory demolition and removal of the buildings and all contents therein. Basements shall be completely cleaned of all unsuitable materials, debris, and all partition walls and supports for the appurtenances to the building.

Foundation wall and supporting columns shall be removed four feet below existing ground where basements are under new or widened streets.

Solid fill, consisting of noncombustible materials, such as brick, stone, and plaster (but not wood lath) shall be used to fill the basement are and shall be placed, rolled, and tamped to within six inches of existing ground. All other materials not used for fill shall be removed from the site and disposed by the contractor.

A minimum of six inches of sanitary fill shall be used to bring the basement areas to existing ground elevation. Final fill shall be rough graded.

Where basement areas are under new or widened streets, the contractor shall fill the last four feet with approved bank run gravel.

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: Exhibit A	DEMOLITION AND SITE	CLEARANCE	
Demolition of Buildings	TOTAL COST \$2,637,500	CHARGE TO	PROJECT Amount . \$2,637,500
TOTAL	\$2,637,500	200	\$2,637,500
Contingencies, Unit Cost Increase, Engineering - 15%	395,500		395,500
GRAND TOTAL	\$3,033,000		\$3,033,000

FINAL PROJECT REPORT
SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: DEMOLITION AND SITE CLEARANCE
Exhibit B -- Cost by Parcels

Parcel	Boundary Streets or Lin	es		Cost
1	Boylston, Park Sq., Pro	vidence, Arlington	\$	262,600
2a	Columbus, Eliot, Broadw	ay, Stuart, Church		512,800
2b	Park Sq., Boylston, Car Broadway	ver, Eliot, Stuart,		134,500
3	Boylston, Boylston Plac Tremont, Stuart, Carver			607,000
4	Boylston, Washington, S	tuart, Tremont		768,300
5	Essex, Harrison, Norther Property Lines of 19-25 and Westerly Property L Beach, Knapp, Kneeland,	Harrison, Northerly ines of 27-39 Harrison,		352,300
		TOTAL	\$2	,637,500
Contingenc	ies, Unit Cost Increase,	Engineering 15%	\$3	395,500

USE \$3,033,000

PARK PLAZA URBAN RENEWAL PROJECT BOSTON REDEVELOPMENT AUTHORITY FINAL PROJECT REPORT SUPPORTING DOCUMENTATION PROJECT IMPROVEMENTS REPORT: STREET ADJUSTMENTS The proposed street rehabilitation and modification program includes the following: (1) Abandonment of some existing streets to form new parcels for the development proposed. (2) Reconstruction and widening of existing streets compatible with proposed land use and traffic flow changes in the area. (3) Construction of new streets to provide improved traffic flow. (4) Reconstruction of existing street surfaces where extensive utility changes are required. (5) Resurfacing of existing streets to improve the substandard condition of the wearing surface. A visual survey was made of all streets and appurtenances in the Project Area. Information on right-of-way, pavement, sidewalk widths, and other matters was obtained from personnel, drawings, and records of the City of Boston Public Works Department, Highway Division. This information, in conjunction with the proposed renewal and traffic changes in the Project, was used as a basis for street improvements

specified in Exhibit "B". All changes are in compliance with standards used by the City of Boston Public Works Department and/or accepted highway standards pertinent to the specific street rating. No vertical or horizontal sight distance deficiencies exist in the present street alignments. The topography of the Project Area is such that modifications to or new alignments for proposed streets will require no major grading to incorporate acceptable vertical and horizontal sight distances.

Area. Frequently traffic is nearly at a standstill at many locations and on a number of occasions has been virtually halted in the Project Area. To alleviate and remedy this situation, major revisions are contemplated in the traffic flow and street pattern. In the proposed plan traffic arteries will be established as described below:

EAST -- WEST ARTERIES

Stuart -- Kneeland and Providence -- Providence Extension Route

From Arlington Street to Providence Street Extension,

Stuart Street will be one-directional eastbound, while Providence Street-
Providence Street Extension will provide for the westbound traffic. From

Providence Street Extension, Stuart--Kneeland will be two-directional,

with connections to the J.F. Fitzgerald Expressway and the Massachusetts

Turnpike.

Boylston--Essex Route

The traffic pattern on the Boylston--Essex Route will remain as it is at present. From Arlington Street to Charles Street and from Tremont Street to Washington Street, Boylston Street will be one-

directional eastbound while from Charles Street to Tremont Street it
will be two-directional. Essex Street from Washington Street to
Harrison Avenue will be one-directional eastbound. (Under the Central
Business District Boylston--Essex Miniproject, Mass. R-156, Boylston
Street at Washington will be realigned to meet the intersection at
Essex Street.)

NORTH--SOUTH ARTERIES

Arlington Street

Traffic flow will remain southbound as it is at present, with connecting links from Storrow Drive and to the Massachusetts Turnpike.

New Charles Street

Traffic flow will be northbound through the Project Area.

Tremont Street

Traffic flow will remain southbound through the Project Area, as it is at present.

Washington Street

Between Boylston Street and Stuart-Kneeland, Washington Street traffic flow will be two-directional.

Harrison Avenue

Traffic flow will remain southbound as it is at present.

FINAL PROJECT REPORT
SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: STREET ADJUSTMENTS

Exhibit A --

Total Costs by Streets

STREET	TOTAL	CHARGE	TO PROJECT Amount
Arlington	\$54,280	100	\$54,280
Beach	4,720	100	4,720
Boylston	144,730	100	144,730
Church	12,080	100	12,080
Columbus Avenue	20,160	100	20,160
Essex	8,610	100	8,610
Harrison Avenue	2, 560	100	2,560
Knapp	14,920	100	14,920
Kneeland	35,600	50	17,800
New Charles	5 3,540	100	53,540
Providence	47,590	100	47,590
Providence Extension	44,440	100	44,440
Stuart	277,500	50	138,750
Tremont	18,940	100	18,940
Washington	50,490	100	50,490
TOTAL	\$790,160		\$633,610
Contingencies, Unit Cost Increase, Engineering -	46% 363,470		291,490
GRAND TOTAL	\$1,153,630 - 12 -		\$925,100

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: STREET ADJUSTMENTS

Exhibit B --

Breakdown of Costs by Streets

ARLINGTON STREET

FROM Boylston TO Stuart

TREATMENT:	REBUII	D	UNIT	
ITEM	UNIT	QUANTITY	COST	TOTAL
Pavement (Rebuild $12-4\frac{1}{2}-2\frac{1}{2}$ section)	SY	3,000	\$11.00	\$33,000
Granite Curb (Remove and Reset)	LF	450	3.50	1,575
Granite Curb, Type VA-4, Straight	LF	490	7.00	3,430
Granite Curb, Type VA-4, Curved	LF	50	11.50	575
Concrete Sidewalk, New	SY	1,150	13.65	15,698
				\$54,278
Contingencies, Unit Cost Increase, E	ngineer	ring - 46%	•	24,968
			•	\$79,246

USE \$79,250

BEACH STREET

TREATMENT: RESURFACE

ITEM	UNIT	QUANTITY	UNIT	TOTAL
Pavement (Resurface $1\frac{1}{2}$ " Section)	SY	550	\$2.15	\$1,183
Granite Curb (Reset Line and Grade)	LF	260	3.10	806
Concrete Sidewalk, Rebuilt	SY	200	13.65	2,730
				\$4,719
Contingencies, Unit Cost Increase, E	ngineer	ing - 46%		2,170
				\$6,8 89

USE \$6,900

BOYLSTON STREET

FROM Arlington TO 130' East of New Charles

TREATMENT: REBUILD (Southern Half)

ITEM	UNIT	QUANTITY	COST	TOTAL
Pavement (12- $4\frac{1}{2}$ - $2\frac{1}{2}$ Section) Rebuild	SY	5,600	\$11.00	\$61,600
Granite Curb, Type VA-4, Straight	LF	920	7.00	6,440
Granite Curb, Type VA-4, Curved	LF	40	11.50	460
Concrete Sidewalk, Rebuilt	SY	1,530	13.65	20,885
				\$89,385
Contingencies, Unit Cost Increase, E	ngineer	ring - 46%		41,117
				\$130,502

USE \$130,500

BOYLSTON STREET

FROM 130' East of New Charles TO Tremont

TREATMENT: RESURFACE				
ITEM	UNIT	QUANTITY	COST	TOTAL
Pavement $(1\frac{1}{2}"$ Section) Resurface	SY	2,933	\$2.15	\$6,306
Granite Curb (Reset Line and Grade)	LF	1,170	3.10	3,627
Concrete Sidewalk, Rebuilt	SY	1,600	13.65	21,840
,	•			\$31,773
Contingencies, Unit Cost Increase, Engineering - 46%				
n				\$46,389

<u>use</u> \$46,500

BOYLSTON STREET

FROM Tremont TO Bumstead Court

TREATMENT: REBUILD

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL
Pavement (12- $4\frac{1}{2}$ - $2\frac{1}{2}$ " Section)	SY	1,417	\$11.00	\$15,587
Granite Curb (Removed and Reset)	LF	550	3.50	1,925
Concrete Sidewalk, Rebuilt	SY	<u> Դի</u>	13.65	6,061
				\$23,573
Contingencies, Unit Cost Increase,	Engineer	ing - 46%		10,844
				\$34,417

USE \$34,500

CHURCH STREET

FROM Columbus TO Stuart

TREATMENT: REFUILD

ITEM	UNIT	QUARTITY	UNIT	TOTAL
Pavement (12"-3"-22" Section) Rebuild	SY	467	\$10.00	\$ 4,670
Granite Curb, Type VA-4, Straight	LF	120	7.00	840
Granite Curb, Type VA-4, Curved	LF	90	11.50	1,035
Concrete Sidewalk, Rebuilt	SY	405	13.65	5,528
				\$12,073
Contingencies, Unit Cost Increase, Engin	eering	- 46%		5,554
				\$17,627

USE \$17.650

COLUMEUS AVENUE

FROM Stuart TO Church

TREATMENT				
ITEM	UNIT	QUARTITY	UNIT COST	TOTAL
Pavement (12-3- $2\frac{1}{2}$ " Section) Rebuild	SY	700	\$10.00	\$7,000
Granite Curb, Type VA-4, Straight	LF	190	7.00	1,330
Granite Curb, Type VA-4, Curved	LF	200	11.50	2,300
Concrete Sidewalk, Rebuilt	SY	698	13.65	9,528
			;	\$20,158
Contingencies, Unit Cost Increase, Engineering - 46%				9,273
USE \$29,500				\$29,431
TOD WEY.	100			

ESSEX STREET

FROM Washington TO Harrison

TREATMENT: RESURFACE

ITEM	UNIT	QUARTITY	UNIT COST	TOTAL
Pavement (l_2^{1} Section) Resurface	SY	1,233	\$2.15	\$2,651
Granite Curb (Reset Line and Grade)	LF	280	3.10	868
Concrete Side-Rlk, Rebuilt	sy	373	13.65	5,091
				\$8,610
Contingencies, Unit Cost Increase, Engin	neering	- 46%		3,960
•				\$12,570

USE \$12,600

HARRISON AVENUE

FROM Essex TO Kneeland

TREATMENT: REBUILD	<u> </u>	idewalk On	ly)	
<u>ITEM</u>	UNIT	CUANTITY	COST	TOTAL
Granite Curb (Reset Line and Grade)	LF	120	\$3.10	\$ 372
Concrete Sidewalk, Rebuilt	SY	160	13.65	2,184
				\$2,556
Contingencies, Unit Cost Increase, Engir	neering	- 46%		1,176
				\$3,732

USE \$3,750

KNAPP STREET

FROM Borch TO Kneeland

TREATHENT: REEU	ILD		יי איי דייר נייז	
ITE	. UNIT	CUANTITY	COST	TOTAL
Pavement (10"-3"-22") Rebuild	SY	5 55	\$10.00	\$5,550
Granite Curb, Type VA-4, Straight	LF	350	7.00	2,450
Granite Curb, Type VA-4, Curved	LF	140	11.50	1,610
Concrete Sidewalk, Rebuilt	SY	389	13.65	5,310
				\$14,920
Contingencies, Unit Cost Increase, En	ngineering	g - 46%		6,863
				\$21,783

USE \$21,800

KNEELAND STRELT

FROM Washington TO Knapp

TREATMENT: REBUILD

ITE4	UNIT	QUANTITY	UNIT	TOTAL
Pavement (12"- $4\frac{1}{2}$ - $2\frac{1}{2}$ " Section) Rebuild	SY	1,940	\$11.00	\$21,340
Granite Curb, Type VA-4, Straight	LF	690	7.00	4,830
Granite Curb, Type VA-4, Curved	LF	80	11.50	920
Concrete Sidewalk, New	SY	300	12.60	3,780
Concrete Sidewalk, Rebuilt	SY	317	13.65	4,327
Median Strip, Asphalt	SY	, 80	5.00	400
				\$35,597
Contingencies, Unit Cost Increase, Engin	neering	- 46%		16,375
	200			\$51,972

USE \$52.000

HEW CHARLES STREET

FROM Boylston TO Stuart

TREATMENT: REN UNIT				
ITEM	UNIT	CUVINILLA	COST	TOTAL
Pavement (12"- $4\frac{1}{2}$ - $2\frac{1}{2}$ " Section) New	SY	3,220	\$10.00	\$32,200
Granite Curb, Type VA-4, Straight	LF	760	7.00	5,320
Granite Curb, Type VA-4, Curved	LF	260	11.50	2,990
Concrete Sidewalk, New	SY	1,034	12.60	13,028
\$53, 538				
Contingencies, Unit Cost Increase, Engineering - 46%				24,627
USE \$78, 200				

PROVIDENCE STREET

FROM Arlington TO Providence Street Extension

TREATMENT: REPULLD

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL
Pavement (12"- $4\frac{1}{2}$ "- $2\frac{1}{2}$ " Section) Rebuild	SY	2,298	\$10.00	\$22,980
Granite Curb, Type VA-4, Straight	LF	760	7.00	5,320
Granite Curb, Type VA-4, Curved	LF	170	11.50	1,955
Concrete Sidewalk, New	SY	394	12.60	4,964
Concrete Sidewalk, Rebuild	SY	906	13.65	12.367
Contingencies, Unit Cost Increase, Engineering - 46%				21,890
7107 ACO 500				\$69,476

USE \$69,500

PROVIDENCE STREET EXTENSION

FROM Providence Street TO Stuart Street

TREATMENT: NEW

ITEM	UNIT	CUAPPLTY	UNIT COST	TOTAL
Pavement (12- $4\frac{1}{2}$ - $2\frac{1}{2}$ " Section) New	SY	2,158	\$10.00	\$21,580
Granite Curb, Type VA-4, Straight	LF	370	7.00	2,590
Granite Curb, Type VA-1+, Curved	LF	550	11.50	6,325
Concrete Sidewalk, New	SY	1,107	12.60	13,948
				\$1,4,41,3
Contingencies, Unit Cost Increase, Engir	neering	- 46%		20,444
USE \$65,	,000			\$64,887

STUART STREET

FROM Arlington TO Tremont

TREAT	MINIT:	REBUILD

	_		UIIT		
ITEM	UNIT	QUALITITY	COST	TOTAL	
Pavement (12- $4\frac{1}{2}$ - $2\frac{1}{2}$ " Section) Rebuild	SY	9,864	\$11.00	\$108,504	
Granite Curb, Type VA-4, Straight	LF	2,960	7.00	20,720	
Granite Curb, Type VA-4, Curved	LF	770	11.50	8,855	
Concre'e Sidewalk, Rebuilt	SY	3,767	13.65	51,420	
Median Strip, Asphalt	SY	800	5.00	4,000	
				\$193,499	
Contingencies, Unit Cost Increase, Engineering - 46%					
Han. 6000	500			\$282,509	
USE: \$282,500					

STUART STREET

FROM Tremont TO Washington

TREA	HARRY	: REE	JILD

dissuppressible only and provided provi			UNIT	
ITEM	UNIT	QUANTITY	COST	TOTAL
Pavement (12- $\frac{1}{2}$ - $2\frac{1}{2}$ " Section) Rebuild	SY	4,583	\$11.00	\$50,413
Granite Curb, Type VA-4, Straight	LF	1,470	7.00	10,290
Granite Curb, Type VA-4, Curved	LF	300	11.50	3,450
Concrete Sidewalk, New	SY	733	12.60	9,236
Concrete Sidewalk, Rebuilt	SY	683	13.65	9,323
Median Strip, Asphalt	SY	258	5.00	1,290
				\$84,002
Contingencies, Unit Cost Increase, Engineering - 46% 38.6				
TIGH 62.00	700			\$122,643
<u>use \$1.22,700</u>				

TREMONT STREET

FROM Boylston TO Stuart

TREATMENT: SIDEMALK RESURFACE				
ITM	TIMU	CUALITA	COST	TOTAL
Pavement (Resurface $l_{2}^{\frac{1}{2}}$ Section)	SY	1,600	\$ 2.15	\$3,440
Concrete Sidewalk, Rebuilt	SY	928	13.65	12,667
Granite Curb, Type VA-4, Straight	LF	40	7.00	280
Granite Curb, Type VA-4, Curved	LF	100	11.50	1,150
Granite Curb (Removed and Reset)	LF	400	3.50	1,400
				\$18,937
Contingencies, Unit Cost Increase,	Engineering	- 46%		8,711
use.	\$27.700			\$27,648

USE: \$27,700

WASHINGTON STREET

FROM 100' South of Essex TO Stuart

TREATMENT: REFULID					
<u>ITF4</u>	UNIT	QUALITY	COST	TOTAL	
Pavement (12- $4\frac{1}{2}$ - $2\frac{1}{2}$ " Section) Rebuild	SY	2,505	\$11.00	\$27,555	
Granite Curb, Type VA-4, Straight	LF	780	7.00	5,460	
Granite Curb, Type VA-4, Curved	LF	40	11.50	460	
Concrete Sidewalk, New	SY	1,350	12.60	17.010	
				\$50,485	
Contingencies, Unit Cost Increase, Engi	neering.	- 465		23,223	
				\$73,708	

USE \$73,700

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: STREET ADJUSTMENTS EXHIBIT C --

Street Unit Costs

BITUMINOUS CONCRETE PAVEMENT - (12-42-25" SECTION) - NEW					
ITEM_	UNIT	QUANTITY PER SY	UNIT	TOTAL	
Unclassified Excavation	CY	0.50	\$4.60	\$2.30	
Gravel Borrow - 12"	CY	0.33	6.00	2.00	
Bitumirous Concrete, Type I-1, $4\frac{1}{2}$ "	TN	0.25	12.00	3.00	
Bituminous Concrete, Type I-1, $2\frac{1}{2}$ "	TN	0.14	12.00	1.68	
Misc. Calcium Chloride, Grading	-	-	-	.80	
Rolling and Finishing	ŧ		,		
USE \$10.	.00			\$9.78	
BITURINOUS CONCRETE PAY	47 washing	(12-3-2 ³ " SE	CTION) -	NEW	
ITEA	TIMU	QUANTITY PER SY	UNIT	TOTAL	

<u>ITHM</u>	UNIT	QUANTITY PER SY	UNIT COST	TOTAL
Unclassified Excavation	CY	0.50	\$4.60	\$2.30
Gravel Borrow - 12"	CY	0.33	6.00	2.00
Bituminous Concrete - Type I-1, 3"	TII	0.17	12.00	2.04
Bituminous Concrete - Type I-1, $2\frac{1}{2}$ "	TN	0.14	12.00	1.68
Misc. Calcium Chloride, Grading	-	-	-	0.80
Rolling and Finishing				Market Springers - comme
				\$8.82

USE \$9.00 PER SY

BITUMINOUS CONCRETE SURFACE - TYPE I-	1-14" -			IG SURFACE
ITEM	UNIT	QUARTITY PER SY	UNLT COST	TOTAL
Raising Manholes, Catchbasins, etc.	SY	-	\$0.60	\$0.60
Cleaning and Preparing Existing Surfa	ce SY	1.0	0.12	0.12
Tack Coat	GL	0.5	0.42	0.21
Bituminous Concrete - Type I-1-12"	TN	0.08	15.00	1.20
iidh ç	2.15 PE	p cv		\$2.13
Option (1)	Cur (Sa) S S S S S S S S S S S S S S S S S	U.S. S. P. M., See Specific reposes		
BITUMINOUS CONCRETE PAVEAUNT (12	-11-2-23"	SECTION) .	- REBUILT UNIT	
ITEM	UNIT	PER SY	COST	TOTAL
Existing Street Excavation	SY	\$1.00	\$3.50	\$3.50
Gravel Borrow - 12"	CY	0.33	6.00	2.00
Bituminous Concrete - Type I-1-42"	. TN	0.25	12.00	3.00
Bituminous Concrete - Type I-1-22"	MT.	0.14	12.00	1.68
Misc. Calcium Chloride, Grading	948		•	0.80
Rolling and Finishing				(person and the object of the

USE \$11.00

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	BITUINOUS CONCRETE PAVELENT (12-3-23"			
	ITEM	UNIT	QUANTITY PER SY	UNIT COST	TOTAL
	Existing Street Excavation	SY	\$1.00	\$3.50	\$3.50
	Gravel Borrow - 12"	CY	0.33	6.00	2.00
	Bituminous Concrete - Type I-1-3"	TN	0.17	12.00	2.04
	Bituminous Concrete - Type I-1-22"	TN	0.14	12.00	1.68
	Misc. Calcium Chloride, Grading	~	-	-	0.80
	Rolling and Finishing				gardy-nitrition-nitring-un
	use s	10.00 PE	R SY		\$10.02
	GRANITE CURB - TYPE VA-4 S	UNIT UNIT	QUANTITY PER SY	UNIT COST	TOTAL
	Granite Curb- Type VA-4, Straight	LF	\$1.00	\$6.50	\$6.50
	Crushed Stone Base and Drain .	TN	0.07	6.00	0.42
	use s	57.00 PER	LF		\$6.92
	GRANLTE CURB - TYPF VA-4	CURVED UNIT	QUANTITY PER SY	UNIT COST	TOTAL
3)	Granite Curb - Type VA-4, Curved	LF	1.00	\$11.00	\$11.00
	Crushed Stone Base and Drain	TN	0.07	6.00	0.42
	USE \$	11.50 PH	RIF		\$1.1.142

GRANITE CURB - REMOVED AND RESET							
ITEM	UNIT	QUARTITY PER SY	UNIT	TOTAL			
Granite Curb Removed and Reset	LF	1.00	\$3.00	\$3.00			
Crushed Stone Ease and Drain	TN	0.07	6.00	0.42			
USE \$3.50 PFR LF							
Ontiguescalands, rabbi	Programme and the second se						
GRANITE CURB RESET (LI	INE AND G	PADE) QUANTITY					
ITEM	UHLT	PER SY	COST	TOTAL			
Granite Curb Reset	LF	1.00	\$2.34	\$2.34			
Crushed Stone Pase and Drain	TN	0.07	6.00	0.42			
Concrete Blocking 6" x 6"	CY	0.01	35.00	0.35			
use \$	3:10 PHR	T.F		\$3.11			
Control of the contro	A TO A STORY OF THE STORY	gillusi ins Octobagonneg studen					
CONCRETE SIDEMALK - 1	COURSE -	HEN					
ITIM	UNIT	QUANTITY PER SY	UNLT	TOTAL			
Earth Excavation - 12"	CY	0.33	\$4.60	\$1.52			
Gravel Borrow - 8"	CY	0.22	6.00	1.32			
Grading, Rolling and Finishing	SY	1.00	0.75	0.75			
Concrete Sidewalk - 1 course	SY	1.00	9.00	9.00			
				420			
iice d	12.60 PH	S GA		\$12.59			

USE \$12.60 PER SY

CONCRETE SIDEWAIK -- 1 COURSE -- REFULLT

ITEM	UNIT	QUANTITY PER SY	UNIT COST	TOTAL
Concrete Sid ewalk Removed	SY	1.00	\$2.75	\$2.75
Earth Excavation - 4" Average	CY	0.11	4.50	0.49
Gravel Borrow - 4"	CY	0.11	6.00	0.66
Grading, Rolling and Finishing	SY	1.00	0.75	0.75
Concrete Sidewalk - 1 course	SY	1.00	9.00	9.00

\$13.65

USE \$13.65 PFR SY

KLTUMINOUS COMERETE PAVELENT (8-2 SECTIONS) MEDIANS

ITEM	UNIT	QUANTITY PER SY	UNIT	TOTAL
Earth Excavation - 10"	CY	0.28	\$4.60	\$1.29
Gravel Borrow - 8"	CY	0.27	6.00	1.62
Grading, Rolling and Finishing	SY	1.00	0.75	0.75
Bituminous Concrete - Type I-1-2"	TN	0.11	12.00	1.32

\$4.98

USE \$5.00 PER SY

PAVEMENT REMOVED AND REPLACED Quantity Unit Per LF Cost Item Unit Cost Total. Pavement Excavation SY 0.22 \$2.75 \$0.61 2.64 New Pavement SY 0.22 12.00 \$3.25

USE \$3.25 PER LF

MISCELLANEOUS ITEMS			**	
<u> Item</u>	Unit	Quantity	Unit Cost	Total
Manhole - In place	Ea.	1	\$950.00	\$950.00
Manhole - Modified	Ea.	1	200.00	200.00
Standard - Relocated	Ea.	1	300.00	300.00
Standard - Removed	Ea.	1	50.00	50.00
Control Cabinet	Ea.	1	2.000.00	2000.00

FINAL PROJECT REPORT
SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: PARKS AND PUBLIC AREAS

Certain areas in the Project are proposed as parks and public areas. These areas will provide relaxing locations for the shoppers and workers. Cost for lighting the areas has been included under "Street and Park Lighting". All other costs necessary to develop and equip the areas are included in this section.

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: Exhibit A --

PARKS AND PUBLIC AREAS
Total Costs by Areas

TOCV	TION	TOTAL COST	CHARGI	E TO PROJECT AMOUNT
Area "l"	Arlington and Columbus	\$10,350	100	\$10,350
Area "2"	Statler Park	4,156	100	4,156
Area "3"	Discontinued Columbus Avenue	25,654	100	25,654
Area "4"	Arlington and Providence	7,340	100	7,340
	TOTAL	\$47,500		\$47,500
-	ies, Unit Cost Increase,	21,900		21,900
	GRAND TOTAL	\$69,400		\$69,400

FIRAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: PARKS AND PUBLIC AREAS Exhibit B --

Breekdown of Costs by Areas

AREA "1" -- ARLINGTON AND COLUMBUS

ITEM	UNIT	QUANTITY	UNIT	TOTAL
Street Removal	SY	790	\$4.50	\$3,5 55
Concrete Walk	SY	198	13.65	2,7 03
Loam and Seed	SY .	592	4.00	2,368
Park Furnishings	LS	~	-	1,725
	t			The state of the s
	•			\$10,351
Contingencies, Unit Cost Increase,	Engineering	5 - 46%	_	4,761
<u>use \$15.1</u>	00			\$15,112

AREA "2" -- STATLER PARK

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL
Loam and Seed	SY	1039	\$4.00	\$4,156
				\$4,156
Contingencies, Unit Cost I	rease, Engineering	5 - 46%		1,912
U	\$6,100			\$6,068

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AREA "3" -- DISCONTINUED COLUMBUS AVENUE

ITEM	UNIT	QUALITITY	UNIT	TOTAL	
Street Removal	SY	1 550	\$4.50	\$6,975	
Concrete Walk	SY	850	13.65	11,603	
Loam and Seed	SY	700	4.00	2,800	
Park Furnishings	LS	-	948	4,276	
				\$25,654	
Contingencies, Unit Cost Increase,	Engineering	- 46%		11,801	
				\$37,455	

USE \$37,500

AREA "4" -- ARLINGTON AND PROVIDENCE

<u>itfo</u>	UNIT	CUALITY	UNIT	TOTAL
Street Removal	SY	400	\$4.50	\$1,800
Concrete Walk	SY	250	13.65	3,410
Loam and Seed	SY	165	4.00	660
Park Furnishings	LS	••	-	1,470
				\$7,340
Contingencies, Unit Cost Increase,	Engineerin	g - 46%		3,380
				\$10,720

USE \$10,800

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FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: PARKS AND PUBLIC AREAS

Exhibit C --

Unit Costs

EXISTING STREME REMOVAL

ITEM	UNTT	QUANTITY PER SY	UNIT	TOTAL
Pavement and Sidewalk Removal	SY	1.00	\$2.75	\$2.75
Roadway Excavation, 18" Average	CY	0.50	3.50	1.75
IIC.	E 64.50			\$4.50
O h /	t t			,
CONCR	MIE MVIK			
ITIM	<u>unin</u>	QUANTITY PER SY	UNIT	TOTAL
Special Concrete Surface	SY	1.00	\$10.00	\$10.00
Scoring	SY	1.00	1.85	1.85
Gravel Borrow - 8"	CY	0.22	4.50	0.99
Grading, Rolling, and Finishing	SY	1.00	0.80	0.80
				\$13.64

\$13.64

USE SUR. OF PER SY

LOAM AND SHED

ITEM	unit	QUANTITY PER SY	UNIT	TOTAL
Bank Gravel Borrow 6"	CY	0.17	\$4.50	\$0.77
Grading	SY	1.00	0.75	0.75
Loam - 6"	CY	0.27	7.00	1.89
Seed	SY	1.00	0.30	0.30
Fertilizer	SY	1.00	0.10	0.10
Mulch	SY	1.00	0.10	0.10
				\$3.91

\$3.91

USE \$4.00 PUR SY

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: SURELY AND PARK LIGHTING

The existing lighting system consists of a combination of wooden standards with a top-mounted fixture and new concrete standards with cantilever fixtures. New units have been installed in recent years in accordance with the latest spacing and intensities as specified by the City of Boston Public Works Department, Lighting Division. Some of the Project Area is serviced by the wooden type standards of inadequate intensity and spacing. A few streets, using the new lighting standards, are adequately lighted. Other streets using the new lighting standards do not have proper spacing and sufficient intensity.

All existing lighting that does not comply with current specifications will be removed and replaced. New light standards will be the same for single or twin unit luminaires. Leap brackets will be 6 or 12 feet long dependent upon location requirements. The lighting units will be mercury-vapor luminaires unitized 400 watts (20,000 lumens) and 250 watts (10,500 lumens) and mercury-vapor luminaires, globe units, 150 watts.

Power supply is provided for the lighting system through conduits and cables installed in the existing streets and serviced by the Boston Edison Company for the City of Boston. New conduits and/or cables will be installed where required by additional lighting or street relocation. New and/or supplementary lighting will be installed in accordance with the

following specifications of the City of Boston Public Works Department, Lighting Division, to conform with the class of intended use.

Class	Description	Lumens per Lin.lt.	Initial Vapor Lumens
	Major Streets		
A	Very heavy vehicular and/or pedestrian traffic, bus routes, or four or more traffic lanes	250-300	20,000
В	Moderate to heavy vehi- cular and/or pedestrian traffic or bus routes	140-90	11,000

The greatest portion of the Project Area will be illuminated with Class A lighting, as it is predominantly a commercial area with very heavy pedestrian and vehicular traffic. Some of the existing concrete standards will be replaced because of poor spacing and also because of their unsatisfactory physical condition.

FINAL PROJECT REPORT SUPPONTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: STREET AND PARK LIGHTING Exhibit A --

Total Costs by Streets

STREET	TOTAL Cost	CHARGE	TO PROJECT Amount
Arlington	\$ 28,840	100	\$ 28,840
Beach	6,900	100	6,900
Boylston	62,2 00	100	62,200
Columbus Avenue	11,645	100	11,645
Essex	9,210	100	9,210
Knapp	7,880	100	7,880
Kneeland	7,400	50	3,700
New Charles	17,750	100	17,750
Providence	8,250	100	8,250
Providence Extension	12,830	100	12,880
Stuart	68,280	50	34,140
Tremont	2,690	100	2,690
Washington	12,115	100	12,115
TOTAL	\$256,040		\$218,200
Contingencies, Unit Cost Inc. Engineering - 46%	rease, <u>117,780</u>		100,400
GRAND TOTAL	\$37 3,820		\$318,600

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

Exhibit B --

PROJECT IMPROVEMENTS REPORT: STREET AND PARK LIGHTING Breakdown of Costs by Streets

ARLINGTON STREET

FROM Stuart TO Boylston

<u> Item</u>	Unit	Quantity	Unit Cost	Total
Lighting Standard, single luminaire in place	Ea.	10	\$ 640.00	\$ 6,400
Lighting Standard, double luminaire in place	Ea.	1	910.00	910
Lighting Standard, single or double, Remove	Ea.	13	50.00	650
Main Conduit and Cable in place	L.F.	1,250	10.30	12,875
Lateral Conduit and Cable in place	L.F.	180	7.80	1,404
Distribution Manhole, New	Ea.	4	950.00	3,800
Distribution Manhole, Modified	Ea.	4	200.00	800
Control Cabinet	Ea.	1	2,000.00	2,000
				\$28,839
Contingencies, Unit Cost Increase, Engin	eering	- 46%		12,266
				\$41,105

USE \$41,100

BEACH STREET

Item	Unit	Quantity	Unit Cost	Total
Lighting Standard, single luminaire in place	Ea.	2	\$ 640.00	\$ 1,280
Lighting Standard, single or double, Remove	Ea.	1	50.00	50
Main Conduit and Cable in place	L.F.	2 50	10.30	2,575
Lateral Conduit and Cable in place	L.F.	75	7.80	585
Distribution Manhole, New	Ea.	1	950.00	950
Distribution Manhole, Modified	Ea.	2	200.00	400
Pavement, Remove and Replace	L.F.	325	3.25	1,056
				\$ 6,896
Contingencies, Unit Cost Increase, Engin	eering	- 46%		3,172
				\$10,068

USE \$10,100

BOYLSTON STREET

FROM Arlington TO Tremont

<u>Item</u>	Unit	Quantity	Unit Cost	Total
Lighting Standard, single luminaire in place	Ea.	114	\$ 640.00	\$ 8,960
Lighting Standard, double luminaire in place	Ea.	7	910.00	6,370
Lighting Standard, single or double, Remove	Ea.	25	50.00	1,250
Main Conduit and Cable in place	L.F.	2,930	10.30	30,179
Lateral Conduit and Cable in place	L.F.	315	7.80	2,457
Distribution Manhole, New	Ea.	8	950.00	7,600
Distribution Manhole, Modified	Ea.	8	200.00	1,600
Pavement, Remove and Replace	L.F.	800	3.25	2,600
•				\$61,016
Contingencies, Unit Cost Increase, Engir	necring	- 46%		28,067
use \$8	39,100			\$89,083

BOYLSTON STREUT

FROM Tremont TO Bumstead Ct.

Item	Unit	Quantity	Un	it Cost	To	otal
Lighting Standard, single or double, Remove and Reset	Ea.	3	\$	300.00	\$	900
Lighting Standard, single or double, Remove	Ea.	1		50.00		50
Lateral Conduit and Cable in place	L.F.	30		7.80		234
Contingencies, Unit Cost Increase, Engir	ncering	- 46%				545 545

USE \$1,800

COLUMBUS AVENUE

<u>Item</u>	Unit	Ouantity	Unit Cost	Park of the last o
Lighting Standard, single luminaire in place	Ea.	2	\$ 640.00	\$ 1,230
Lighting Standard, single or double, Remove	Ea.	6	50.00	300
Standard - Single Globe Unit Replacing Wood Standard	Ea.	8	405.00	3,240
Main Conduit and Cable in place	L.F.	300	10.30	3,090
Lateral Conduit and Cable in place	L.F.	75	7.80	565
Distribution Manhole, New	Ea.	1	950.00	950
Distribution Manhole, Modified	Ea.	1	200.00	200
Control Cabinet	Ea.	1	2,000.00	2,000
				\$11,645
Contingencies, Unit Cost Increase, Engin	neering	- 46%		. 5,357
				\$17,002

USE \$17,000

ESSEX STREET

FROM	Washington	TO	Harrison Avenue
7 7 1001.7	110000000000000000000000000000000000000	40	INCLUSION AND CHIEF

Item	Unit	Countity	Unit Cost	Motal
Lighting Standard, single luminaire in place	Ea.	3	\$ 640.00	\$ 1,920
Lighting Standard, single or double, Remove	Ea.	1	50.00	50
Main Conduit and Cable in place	L.F.	330	10.30	3,399
Lateral Conduit and Cable in place	L.F.	60	7.80	468
Distribution Manhole, New	Ea.	2	950.00	1,900
Distribution Manhole, Modified	Ea.	1	200.00	200
Pavement, Remove and Replace	L.F.	390	3.25	1,268
Contingencies, Unit Cost Increase, Engineering - 46%				\$ 9,205
use \$1	3 500			\$13,439

USE \$13,500

KWAPP STREET

FROM Beach TO Kneeland

<u> Item</u>	Unit	Committy	Unit Cost	<u>Ecol</u>
Lighting Standard, single luminaire in place	Ea.	2	\$ 640.00	\$ 1,280
Main Conduit and Cable in place	L.F.	200	10.30	2,060
Lateral Conduit and Cable in place	L.F.	30	7.80	234
Distribution Manhole, New	Ea.	2	950.00	1,900
Distribution Manhole, Modified	Ea.	2	200.00	1,00
Control Cabinet	Ea.	1	2,000.00	2,000
Continuous to Mart Cont Turner Device	•	1. 4.7		\$ 7,874
Contingencies, Unit Cost Increase, Engin	neering	← 4 U/J		3,622
rice 61	1 (0)			\$11,496

USE \$11,500

KNEELAND STREET

FROM Washington TO Knapp

Item	Unit	<u>Cuantity</u>	Unit Cost	Total
Lighting Standard, single luminaire in place	Ea.	1	\$ 640.00	\$ 640
Lighting Standard, double luminaire in place	Ea.	1	910.00	910
Lighting Standard, single or double Remove	Fa.	2	50.00	100
Main Conduit and Cable in place	L.F.	300	10.30	3,090
Lateral Conduit and Cable in place	L.F.	45	7.80	351
Distribution Manhole, New	Ea.	2	950.00	1,900
Distribution Manhole, Modified	Ea.	2	200.00	400
				\$ 7,391
Contingencies, Unit Cost Increase, Engin	cering	- 46%		3,400
				\$10,791

USE \$10.800

NEW CHARLES STREET

FROM Poylston TO Stuart

<u>Item</u>	Unit	Quantity	Unit Cost	Total.
Lighting Standard, single luminaire in place	Ea.	6	\$ 640.00	\$ 3,810
Lighting Standard, single or double, Remove	Ea.	3	50.00	150
Main Conduit and Cable in place	L.F.	850	10.30	8,755
Lateral Conduit and Cable in place	L.F.	90	7.80	702
Distribution Manhole, New	Ea.	2	950.00	1,900
Distribution Manhole, Modified	Ea.	2	200.00	400
Control Cabinet	Ea.	. 1	2,000.00	2,000
				\$17,747
Contingencies, Unit Cost Increase, Engin	eering	- 46%		8,164
TOP COA	. 000			\$25,911

USE \$26,000

PROVIDENCE STREET

FROM Arlington TO Providence Street Extension

<u>Item</u>	Unit	Quantity	Unit Cost	Total
Lighting Standard, single luminaire in place	Ea.	4	\$ 640.00	\$ 2,560
Lighting Standard, single or double, Remove	Ea.	8	50.00	400
Main Conduit and Cable in place	L.F.	470	10.30	4,841
Lateral Conduit and Cable in place	L.F.	100	7.80	780
Distribution Manhole, New	Ea.	2	950.00	1,900
Distribution Manhole, Modified	Ea.	2	200.00	1400
Control Cabinet	Ea.	1	2,000.00	2,000
Contingencies, Unit Cost Increase, Engi	neering	- 46%		\$12,831
	0			\$18,806

PROVIDENCE STREET BYTE COTON

FROM Providence TO Stuart

<u> Item</u>	Unit	Completeles	Unit Cost	Total
Lighting Standard, single luminaire in place	Ea.	3	\$ 640.00	\$ 1,920
Lighting Standard, single or double, Remove	Ea.	l	50.00	50
Main Conduit and Cable in place	L.F.	360	10.30	3,708
Lateral Conduit and Cable in place	L.F.	60	7.80	468
Distribution Manhole, New	Ea.	2	950.00	1,900
Distribution Manhole, Modified	Ea.	1	200.00	200
				\$ 8,246
Contingencies, Unit Cost Increase, Eng	ineering	- 46%		3,793
von A	10 700			\$12,039

USE \$12,100

STUART STREET

FROM Arlington TO Tremont

<u> Item</u>	Unit	Combine	Unit Cost	Total
Lighting Standard, single luminaire in place	Ea.	15	\$ 640.00	\$ 9,600
Lighting Standard, double luminaire in place	Ea.	1,	910.00	3,640
Lighting Standard, single or double, Remove	Ea.	1.1.	50.00	550
Main Conduit and Cable in place	L.F.	2,100	10.30	21,630
Lateral Conduit and Cable in place	L.F.	380	7.80	2,964
Distribution Manhole, New	Ea.	7	950.00	6,650
Distribution Manhole, Modified	Ea.	7	200.00	1,400
Control Cabinet	Ea.	1.	2,000.00	2,000
				\$48,434
Contingencies, Unit Cost Increase, Engir	neering	- 4		22,280
				\$70,714

USE \$70,800

STUART STREET

FROM Tremont TO Washington

<u>Item</u>	Unit	Quantity	Unit Cost	Total
Lighting Standard, single luminaire in place	Ea.	5	\$ 640.00	\$ 3,200
Lighting Standard, double luminaire in place	Ea.	3	910.00	2,730
Lighting Standard, single or double, Remove	Ea.	6	50.00	300
Main Conduit and Cable in place	L.F.	1,000	10.30	10,300
Lateral Conduit and Cable in place	L.F.	130	7.80	1,014
Distribution Manhole, New	Ea.	2	950.00	1,900
Distribution Manhole, Modified	Ea.	2	200.00	400
Contingencies, Unit Cost Increase, Engi	neering	- 46%		\$19,844 9,128
rran de	20.000			\$28,972

USP \$29,000

TREMONT STREET

FROM Stuart TO Poylston

<u> Item</u>	Unit	Quantity	Unit Cost	Total
Lighting Standard, single luminaire in place	Ea.	1	\$ 640.00	\$ <i>6</i> 40
Main Conduit and Cable in place	L.F.	50	10.30	515
Lateral Conduit and Cable in place	L.F.	20	7.80	156
Distribution Manhole, New	Ea.	1	950.00	950
Distribution Manhole, Modified	Ea.	1	200.00	200
Pavement, Remove and Replace	L.F.	70	3.25	229
				\$ 2,689
Contingencies, Unit Cost Increase, Engin	eering	- 46%		1,237
use \$1	,000			\$ 3,920

WASHINGTON STREET

FROM 100' South of Essex TO Kneeland

Item	Unit	Cuantity	Unit Cost	Total
Lighting Standard, single luminaire in place	Ea.	4	\$ 640.00	\$ 2,560
Lighting Standard, single or double, Remove	Ea.	3	50.00	1 50
Main Conduit and Cable in place	L.F.	450	10.30	4,635
Lateral Conduit and Cable in place	L.F.	60	7.80	468
Distribution Manhole, New	Ea.	2	950.00	1,900
Distribution Manhole, Modified	Ea.	2	200.00	400
Control Cabinet	Ea.	1	2,000.00	2,000
				\$12,113
Contingencies, Unit Cost Increase, Engin	ecring	- 46%		5,572
,				\$17,685

USE \$17,700

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: STREET AND PARK LIGHTING

Exhibit C --

Unit Costs

STANDARD - SINGLE LUMINAIRE

Item	Unit	Quantity Per Ma.	Unit Cost	Total
Standard - In Place	Ea.	1	\$330.00	\$330.00
Luminaire Unitized 150-400 Watts MV Built-in Ballast and Photo Cell	Ea.	1	210.00	210.00
Lamp Bracket - 6'	Ea.	1	60.00	60.00
Cable 2 #10-Lamp Lead	L.F.	30	1.00	30.00
Quarter Bend	Ea.	1	10.00	10.00
<u>use</u>	\$640 Ea.			\$640.00

STANDARD - DOUBLE LUMINATRE

<u> Item</u>	Unit	Quantity Per Ha.	Unit Cost	Total
Standard - In Place	Ea.	1	\$330.00	\$330.00
Luminaire Unitized 150-400 Watts MV Built-in Dallast and Photo Cell	Ea.	2	210.00	420.00
Lamp Bracket - 6'	Ea.	2	60.00	120.00
Cable 2 #10-Lamp Lead	L.F.	30	1.00	30.00
Quarter Bend	Ea.	1	10.00	10.00
				\$910.00

USE \$910 Fa.

STANDARD-SINGLE GLOPE UNIT REPLACING WOOD STANDARD

Item	Unit	Quantity Per Ea.		Total	
Standard - Post and Rase	Ea.	1	\$21,0.00	\$240.00	
Luminaire: 24" Globe Unit, Mercury- Vapor, 150 Watts	Ea.	1	100.00	100.00	
Cable	LF	15	1.00	15.00	
Remove Existing Standard	Ea.	1	50.00	50.00	
<u>use \$405 fa</u>					
LATTERAL CONDUIT AND CABLE Item	Unit	Quantity Per LF		Total	
Conduit 2" Steel	LF	1	\$3.50	\$3.50	
Cable	LF	1	2.50	2.50	
Trench Excavation	,CY	0.19	5.00	0.95	
Gravel Back Fill	GX	0.19	4.50	0.85	
USE \$7	.80 PER	LF		\$7.80	
MAIN CONDUIT AND CARLE Item	Unit	Quantity Per LF	Unit Cost	Total	
Conduit - 3" Steel	LF	1	\$4.50	\$4.50	
Cable	LF	1	4.00	4.00	
Trench Excavation	CY	0.19	5.00	•95	
Gravel Eachfill	CY	0.19	4.50 _	.85	

USE \$10.30 PER LF

\$10.30

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: HIGH SERVICE WATER

The existing high service water system is the principal water supply system in the area. It supplies water for domestic and commercial uses and also affords building fire protection in the area. This system gives complete coverage to the existing Project Area. The existing system is installed in a grid pattern and is supplied from M.D.C. high service mains. The western section is supplied by a 20" main located in Boylston Street and a 16" main located in Columbus Avenue. The system will be expanded to complete the grid pattern in compliance with the proposed street adjustment. New piping will be installed wherever condition of pipe or capacity is questionable or wherever records indicate a history of physical failure. Larger diameter mains will be installed where necessary to provide better distribution in the grid network.

The City of Boston Public Works Department, Water Division, has complete jurisdiction of all water systems in the renewal Project. The established policy standardizes the material used in both the low and the high service water systems and provides division gate valves between each system to allow for flexibility of use. The proposed changes in the high service water system comply with the standards established by the City of Boston Public Works Department, Water Division, and recommendations published by the American Water Works Association.

FINAL PROJECT REPORT SUPPORTENS DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: HIGH SERVICE WATER Exhibit A --Total Costs by Streets TOTAL CHARGE TO PROJECT SPREET of₂ COST AMOUNT Arlington \$8,810 100 \$8,810 9,360 Boylston 100 9,360 Kneeland 22,500 50 11,250 New Charles 31,450 100 31,450 Providence . 25,470 100 25,470 Stuart (Arlington to Tremont) 38,750 38,750 100 12,080 Stuart (Tremont to Washington 50 6,040 Washington 12,010 100 12,010 TOTAL \$160,430 \$143,140 Contingencies, Unit Cost Increase, Engineering - 46% 65,860 73,800 \$234,230 GRAND TOTAL \$209,000

FINAL PROJECT REFORT SUPPORTING DOCUMENTATION

PROJECT IMPROVIMENTS REPORT: HIGH SERVICE WATER

Exhibit B --

Breakdown of Costs by Streets

ARLINGTON STREET

From Boylston Street to Stuart Street

<u>Item</u>	Unit	Quantity	Unit Cost	Total
12" Pipe, C.1., Class 250 in place	L. Ft.	190	\$ 30.60	\$5,814
12" Gate Valve with Box	Ea.	1	1,500.00	1,500
Connection to Existing Main	Ea.	2	250.00	500
Plug and Abandon Existing 12" Main	Ea.	1	1,000.00	1,000
	ŧ			\$8,814
Contingencies, Unit Cost Increase, Engineering - 46%				4,054
<u>usi 512.000</u>				\$12,868

BOYLETON SECTION

From Charles Street to Trement Street

<u> Item</u>	Unit	Quantity	Unit Cost	Total
12" Pipe, C.1., Class 250 in place	L. Ft.	175	\$30.60	\$5,355
12" Cate Valve with Box	Ea.	1	1,500.00	1,500
Connection to Existing Main	Ea.	2	250.00	500
Plug and Abandon Existing 12" Main	Ea.	8	1,000.00	2,000
				saddress-messure -messure.
				\$9,355
Contingencies, Unit Cost Increase, E	ngineeri	ng - 46%		\$13,650
DOE 12 700				dia Die De

KNEELAND STREET

From Washington Street to Harrison Avenue

It.cm	Thit	Ouantita	Unit	Matal		
STATE OF THE STATE	Unit	Quantity	Cost	Total		
12" Pipe, C.1., Class 250 in place	L. Ft.	670	\$ 30.60	\$20,502		
12" Gate Valve with Box	Ea.	1	1,500.00	1,500		
Connection to Existing Main	Ea.	2	250.00	500		
				Compression of the control of the Con-		
				\$22,502		
Contingencies, Unit Cost Increase, 1	Engineeri	ng - 46%		10,351		
<u>use \$32,900</u>						
NEW CHARIEC STREET						
From Boylston Street to Stuart Street	<u>et</u>					
Item .	<u>Unit</u>	Quantity	Unit Cost	Total.		
16" Pipe, C.l., Class 250 in Place	'L. Ft.	580	\$ 40.00	\$23,200		
12" Gate Valve with Box	Èa.	2	2,500.00	5,000		
Connection to Existing Main	Ea.	1	250.00	250		
Plug and Abandon Existing 12" Main	Еа.	3	1,000.00	3,000		
				\$31,450		
Contingencies, Unit Cost Increase, I	Engineeri	ng - 46%		14,467		
				\$45,917		
1157 616 000				サイフ, フエー		

USE \$46,000

PROVIDENCE STREET

From Arlington Street to Columbus Avenue

<u>Item</u>	Unit	Quantity	Unit Cost	Total
12" Pipe, C.1., Class 250 in place	L. Ft.	620	\$ 30.60	\$18,972
12" Gate Valve with Box	Ea.	2	1,500.00	3,000
Connection to Existing Main	Ea.	2	250.00	500
Plug and Abandon Existing 12" Main	Ea.	3	1,000.00	3,000
				\$25,472 11,717
USE \$37.200				

STUART STREET

From Arlington Street to Tremont			·	
Item	Unit	Quantity	Unit Cost	Total
16" Pipe, C.1., Class 250 in place	L. Ft.	850	\$ 40.00	\$34,000
16" Gate Valve with Box	Ea.	1	2,500.00	2,500
Connection to Existing Main	Ea.	1	250.00	250
Plug and Abandon Existing 48" Main	Ea.	1	2,000.00	2,000
		\$38,750		
Contingencies, Unit Cost Increase, I	-	17,825		
USE \$56		\$56,575		

STUART STREET

From Tremont Street to Washington Street

<u>Item</u>	Unit	Quantit	Unit y Cost	Total	
12" Pipe, C.1., Class 250 in Place	L. Ft.	305	\$ 30.60	\$9,333	
12" Gate Valve with Box	Ea.	1	1,500.00	1,500	
Connection to Existing Main	Ea.	1	250.00	250	
Plug and Abandon Existing 12" Main	Ea.	1	1,000.00	1,000	
Contingencies, Unit Cost Increase, Engineering - 46%					
Contingencies, Unit Cost Increase, Engineering - 46%					

USE \$17,700

WASHINGTON STREET

From Boylston Street to Stuart Street

<u>Item</u>	Unit	Quantit	y Cost	Total
12" Pipe, C.1., Class 250 in Place	L.Ft.	270	\$ 30.60	\$8,262
12" Gate Valve with Box	Ea.	1	1,500.00	1,500
Connection to Existing Main	Ea.	1	250.00	250
Plug and Abandon Existing 12" Main	Ea.	2	1,000.00	2,000
				\$12,012
Contingencies, Unit Cost Increase, E	ngineeri	ng - 46%		5,526
				\$17,538

USE \$17,600

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: HIGH SERVICE WATER SYSTEM

Exhibit C --

Unit Costs

FOR DETAILED EXHIBIT C SEE LOW SERVICE WATER SYSTEM

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: LOW SERVICE WATER

The low service water system supplements the high service system in the area east of Washington Street and south of Boylston and Essex Streets. The existing low service water system is installed in a grid pattern and is supplied from the M.D.C. low service mains by a 48" main in Columbus Avenue and a 20" main in Washington Street. The existing low service water system will be modified to comply with the proposed street adjustments. Undersized piping will be replaced by new larger piping. New larger piping will by installed in the perimeter main where necessary to provide better distribution in the grid network.

The City of Boston Public Works Department, Water Division, has complete jurisdiction of all water systems in the renewal Project.

The established policy standardizes the material used in both the low and the high service systems and provides division gate valves between each system to allow for flexibility of use. The proposed changes in the low service system comply with the standards established by the City of Boston Public Works Department, Water Division, and recommendations published by the American Water Works Association.

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: LOW SERVICE WATER
Exhibit A -- Total Costs by Streets

STREET	TOTAL	CHARG:	E TO PROJECT Amount			
Boylston Street	9,120	100	\$ 9,120			
New Charles	65,670	100	65,670			
Stuart Street (Arlington to Charles)	74,200	100.	74,200			
Stuart Street (Arlington to Tremont)	37,630	50	18,815			
TOTAĻ \$186,620 \$167,805						
Contingencies, Unit Cost Increase, Engineering - 46%	85,850		_77, 195			
GRAND TOTAL	\$272,470		\$245,000			

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: LOW SERVICE WATER

Exhibit B --

Breakdown of Costs by Streets

BOYLSTON STREET

From Tremont St. to Washington St.

<u>Item</u>	Unit	Quantity	Unit Cost	Total
12" pipe, C.I., class 250 in place	L.F.	200	\$ - 30.60	\$ 6,120
12" gate valve w/box	Ea.	1	1,500.00	1,500
Connection to Exist. Main	Ea.	2	250.00	500
Plug & Abandon Exist. 8" Main	Ea.	' · 1	1,000.00	1,000 \$ 9,120
Contingencies, Unit Cost Inc	rease, 1	Engineering	- 46%	4,195 \$13,315

USE \$13,400

NEW CHARLES STREET

From Boylston St. to Stuart St.

Item	Unit	Quantity	Unit Cost	Total	
48" pipe, Ductile Iron in place	L.F.	52 0	85.00	\$ 44,200	
Connection to Exist. Main	Ea.	1	1,500.00	1,500	
Plug & Abandon Exist. 12" and 16" Mains	Ea.	2	1,000.00	2,000	
12" pipe, C.I., Class 250 in place	L.F.	530	30.60	16,218	
12" Gate Valve w/Box	Ea.	1	1,500.00	1,500	
Connection to Exist.	Ea.	1	250.00	2 50	
Contingencies Unit Cost In	- 46%	\$ 65,668 30,207	-		
				\$ 95,875	-

USE \$ 95,900

STUART STREET

From Arlington St. to Charles St.

<u>Item</u>	Unit	Quantity	Unit Cost	Total
48" pipe, Ductile Iron, in place	L.F.	720	8,500	\$ 61,200
48" Gate Valve	Ea.	1	9,000	9,000
Connection to Exist. Main	Ea.	2	1,500	3,000
Plug & Abandon Exist. 16" Main	Ea.	1	1,000	1,000
Contingencies, Unit Cost Incr	rease, E	ngineering -	46%	\$ 74,200 34, 132
•		USE \$ 108,40	<u>00</u>	\$108,332

STUART STREET

From Arlington St. to Tremont St.

Item	Unit	Quantity	Unit Cost	Total
12" pipe, C.I., class 250 in place	L.F.	1140	30.60	\$ 34,884
12" gate valves w/box	Ea.	1	1,500.00	1,500
Connection to Exist. Main	Ea.	2	250.00	250
Plug & Abandon Exist. 12" main	Ea.	1	1,000.00	1,000
Contingencies, Unit Cost I	ncrease,	Engineering	s - 46%	\$ 37,634 17,312 \$ 54,946

USE \$55,000

FINAL PROJECT REPORT
SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: HIGH AND LOW SERVICE WATER Exhibit C -- Unit Costs

12" C.I, (Cement Lined)

Item	Unit	Quantity	Unit Cost	Total
12" C. I. (Cement Lined) in place w/fitting allow.	L.F.	1.00	21.50	\$21.50
Trench Excavation & Backfill	C.F.	1.18	3.40	4.01
Bedding Material	C.Y.	0.11	5.00	0.55
Pavement Removal	s.y.	0.67	1.70	1.14
Base Course Material	C.Y	0.20	3.00	0.60
New Pavement	s.y. ·	0.67	4.20	2.80
				\$30.60

USE \$30.60 per L.F.

16" C.I. (Cement Lined)

Item	Unit	Quantity Per L.F.	Unit Cost	Total
16" C.I. (Cement Lined) in place w/fitting allow.	L.F.	1.00	30.00	\$ 30.00
Trench Excavation & Packfill	C.Y.	1.28	3.40	4.35
Bedding Material	C.Y.	0.17	5.00	0.85
Pavement Removal	S.Y.	0.71	1.70	1.21
Base Course Material	C.Y.	0.21	3.00	0.63
New Pavement	S.Y.	0.71	4.20	2.98
				\$ 40.02

USE \$ 40.00 PER L.F.

36" DUCTILE IRON PIPE

<u>Item</u>	Unit	Quantity	Unit Cost	Total
36" Ductile Iron Pipe in place w/fitting allow.	L.F.	1.00	55.00	\$55.∞
Trench Excavation & Backfill	C.Y.	2.18	3.40	7.41
Bedding Material	C.Y.	0.51	5.00	2.55
Pavement Removal	S.Y.	1.11	1.70	1.89
Base Course Material	C.Y.	0.33	3.00	1.00
New Pavement	S.Y	1.11	4.20	4.66 \$72.51

USE \$ 72.50 PER L.F.

48" DUCTILE IRON PIPE

Item	Unit	Quantity	Unit Cost	Total
48" Ductile Iron Pipe in place w/fitting allow.	L.F.	1.00	59.50	\$ 59.50
Trench-Excavation & Backfill	C.Y.	3.15	3.40	10,71
Bedding Material	C.Y.	0.96	5.00	4.80
Pavement Removal	S.Y.	1.42	1.70	2.41
Base Course Material	C.Y.	0.53	3.00	1.59
New Pavement	s.Y.	1.42	4.20	5.96
				\$ 84.97

USE \$ 85.00 PER L.F.

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: HIGH PRESSURE FIRE SYSTEM

The existing high pressure fire system protects the portion of the Project Area east of Tremont Street. The system was installed in 1898 as a salt water system and later converted and expanded through 1931 to the present high pressure fire system. The present system is supplied by a main in Kneeland Street from Pumping Station No. 1. The system will be expanded to complete the grid pattern in compliance with the proposed street adjustments. New piping will be installed wherever condition of pipe or capacity is questionable or wherever records indicate a history of physical failure. The existing system will also be expanded to include the western portion of the Project Area which is bounded by New Charles Street, Boylston Street, Arlington Street, and Stuart Street. This area lacks high pressure fire service protection at the present.

The City of Boston Public Works Department Water Division has jurisdiction over all water systems in the area.

The material (specifications pipe - A.W.W.A., Class H) used for the expansion of the high pressure fire system is the same as that presently installed. The changes in the system conform or are equal to the standards used by the City of Boston Public Works Department, Water Division.

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: HIGH PRESSURE FIRE SYSTEM

Exhibit A --

Total Costs by Streets

STREET	TOTAL COST	CHARGE TO PROJECT Amount
Arlington Street	\$ 30,400	100 \$ 30,400
Boylston Street	78,200	100 78,200
New Charles	28,000	100 28,000
Harrison Avenue	9,370	100 9,370
Knapp Street	13,700	100 13,700
Stuart Street	60,750	100 60,750
TOTAL	\$220,420	\$220,420
Contingencies, Unit Cost Increase, Engineering - 46%	101,380	101,380
GRAND TOTAL	\$321,800	\$321,800

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: HIGH PRESSURE FIRE SYSTEM

Exhibit B --

Breakdown of Costs by Streets

ARLINGTON STREET

FROM Boylston TO Stuart Street

<u>Item</u>	Unit	Quantity	Unit Cost	Total
16" pipe, C.I., class 250 in place	L.Ft.	660	\$ 40.00	\$26,400
16" gate valves w/Box.	Ea.	ı	2,500.00	2,500
Fire Hydrant w/6" Aux. Valve	Ea.	1	1,500.00	1,500
	•			\$30,400
Contingencies, Unit Cost Increase, Engin	eering	- 46%		13,984
				\$44,384

USE \$44,400

BOYLSTON STREET

FROM Arlington St. TO Charles St.

<u>Item</u>	Unit	Quantity	Unit Cost	Total
16' pipe, C.I., class 250 in place	L. Ft.	1000 \$	40.00	\$40,000
16" gate valves w/box.	Ea.	2	2,500.00	5,000
Fire Hydrant w/6" Aux. Valve	Ea.	1	1,500.00	1,500
Connection to Exist. Main	Ea.	2	250.00	500
Plug and Abandon Exist. 16" Main	Ea.	1	1,000.00	1,000
	•			\$48,000
Contingencies, Unit Cost Increase, Eng	gineering	- 46%		22,080
				\$70,080
	•			Ψ10,000

USE \$70,100

BOYLSTON STREET

FROM Tremont St. TO Washington St.

<u>Item</u>	Unit	Quantity	Unit Cost	Total
16" pipe, C.I. class 250 in place	L.Ft.	580	40.00	\$23,200
16" gate valves w/box.	Ea.	2	\$ 2,500.00	5,000
Fire Hydrant w/6" Aux. Valve	Ea.	1	1,500.00	1,500
Connection to Exist. Main	Ea.	2	250.00	500
٦				\$30,200
Contingencies, Unit Cost Increase, Engin	eering	- 46%		13,892
				\$44,092

USE \$44,100

NEW CHARLES STREET

FROM Boylston St. TO Stuart St.

<u>Item</u>	Unit	Quantity	Unit Cost	Total
16" pipe, C.I., class 250 in place	L.Ft.	600	\$ 40.00	\$24,000
16" gate valve w/box.	Ea.	1	2,500.00	2,500
Fire Hydrant w/6" Aux. Valve	Ea.	1	1,500.00	1,500
				\$28,000
Contingencies, Unit Cost Increase,	Engineering	- 46%		12,880
				\$40,880

USE \$40,900

HARRISON AVENUE

FROM Essex St. TO Harrison Ave.

<u> Item</u>	Unit	Quantity	Unit Cost	Total
12" pipe, C.I., class 250 in place	L.Ft.	200 \$	30.60	\$ 6,120
12" gate valve w/box	Ea.	1	1,500.00	1,500
Fire Hydrant w/6" Aux.Valve	Ea.	1	1,500.00	1,500
Connection to Exist. Main	Ea.	2	250.00	250
2		,		\$ 9,370
Contingencies, Unit Cost Increase, Engi	neering	- 46%		4,310
			•	\$13,680

USE \$13,700

KNAPP STREET

FROM Stuart St. TO Beach St.

<u>Item</u>	Unit	Quantity	Unit Cost	Total
16" pipe, C.I., class 250 in place	L.Ft.	230 \$	40.00	\$ 9,200
16" gate valve w/box	Ea.	1	2,500.00	2,500
Fire Hydrant w/6" Aux. Valve	Ea.	1	1,500.00	1,500
Connection to Exist. Main	Ea.	2 .	250.00	500
				\$13,700
Contingencies, Unit Cost Increase, Engin	eering	- 46%		6,302
				\$20,002

USE \$20,000

STUART STREET

FROM Arlington St. TO Charles St.

<u> Item</u>	Unit	Quantity	Unit Cost	Total
16" pipe, C.I., class in place	L.Ft.	900 \$	40.00	\$36,000
16" gate valves w/box	Ea.	2	2,500.00	5,000
Fire Hydrant w/6" Aux. Valve	Ea.	1	1,500.00	1,500
Plug and Abandon Exist. 16" Main	Ea.	1	1,000.00	1,000
				\$43,500
Contingencies, Unit Cost Increase, Engin	neering	- 46%		20,010
				\$63,510

USE \$63,600

STUART STREET

FROM Charles St. TO Tremont St.

<u>Item</u>	Unit	Quantity	Unit Cost	Total
16" pipe, C.I., class 250 in place	L.Ft.	300 \$	40.00	\$12,000
16" gate valve w/box	Ea.	. 1	2,500.00	2,500
Fire Hydrant w/6" Aux. Valve	Ea.	1	1,500.00	1,500
Connection to Exist. Main	Ea.	ı	250.00	250
Plug and Abandon Exist. 16" Main	Ea.	1	1,000.00	1,000
Contingencies, Unit Cost Increase, Engi	neering	- 46%		\$17,250 7,935
				\$25,185

USE \$25,200

APPLICATION FOR LOAN AND GRANT PART I: FINAL PROJECT REPORT

PARK PLAZA PROJECT BOSTON REDEVELOPMENT AUTHORITY BOSTON, MASSACHUSETTS

PROJECT IMPROVEMENTS REPORT: HIGH PRESSURE FIRE

Exhibit C --

Unit Costs

12" C.I. (CEMENT LINED)

<u> Item</u>	Unit	Quantity Per L.F.	Unit Cost	Total
12" C.I. (Cement Lined) in place w/fitting allow.	L.F.	1.00	\$21.50	\$21.50
Trench-Excavation and Backfill	C.Y.	1.18	3.40	4.01
Bedding Material	C.Y.	0.11	5.00	0.55
Pavement Removal	s.y.	0.67	1.70	1.14
Base Course Material	. C.Y.	0.20	3.00	0.60
New Pavement	s.y.	0.67	4.20	2.80
				\$30.60

USE \$30.60 PER L.F.

16" C.I. (CEMENT LINED)

Item	Unit	Quantity Per. L.F.	Unit Cost	Total
16" C.I. (Cement Lined) in place w/fitting allow	L.F.	1.00	\$30.00	\$30.00
Trench-Excavation & Backfill	C.Y.	1.28	3.40	4.35
Bedding Material	C.Y.	0.17	5.00	0.85
Pavement Removal	S.Y.	0.71	1.70	1.21
Base Course Material	C.Y.	0.21	3.00	0.63
New Pavement	S.Y.	0.71	4.20	2.98
				\$40.02

USE \$40.00 PER L.F.

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: SURFACE DRAINAGE AND SANITARY SYSTEMS

The existing sanitary sewer and surface drainage systems in the Project are combined. The system has three outflows, one each at Kneeland St., St. James Ave., and Hadassah Way.

The Hadassah Way outflow is a brick interceptor which flows from the South Cove Project up Church Street to Columbus

Avenue, then around the Statler Office Building to Hadassah Way, and from there crosses under the Public Garden to

Beacon Street. This interceptor will be relocated in an easement approximately 200 feet east of and parallel to

Hadassah Way in order to meet the requirements of the Park

Plaza development and so that Hadassah Way may be discontined.

Where possible, the existing combined sewer system will be revised and updated as required and retained as the sanitary sewer, and the proposed surface drainage will be new.

The standards established by the City of Boston Public Works Department have been used for the design of these project improvements and for determining the unit costs in this estimate.

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: SURFACE DRAINAGE AND SANITARY

SYSTEMS

Exhibit A --

Total Costs by Streets

SURFACE DRAINAGE

STREET	TOTAL COST	CHAR	GE TO PROJECT
Boylston Street	\$37,815	100	\$37,815
Essex Street	150,865	100	150,865
Harrison Avenue	37,610	100	37,610
Kneeland Street	153,490	50	76,740
Providence Street	11,560	100	11,560
Stuart Street (Arlington - Tremont)	28,660	100	28,660
Stuart Street (Tremont - Washington)	16,400	50	8,200
Tremont Street	6,120	100	6,120
Washington Street	28,320	100	28,320
			-
TOTAL	\$470,840		\$385,900
Contingencies, Unit Cost Increase, Engineering - 46%	216,590		177,500
GRAND TOTAL	\$687,430		\$563,400

SANITARY SEWERS

STREET	TOTAL COST	CHARGE TO PROJECT <u>%</u> Amount
Arlington Street	\$ 12,440	100 \$ 12,440
Boylston Street	4,850	100 4,850
Knapp Street	7,960	100 7, 960
Kneeland Street	28,190	50 14,100
Stuart Street (Providence - Tremont)	46,730	100 46,730
Stuart Street (Tremont - Washington)	26,660	50 13,330
Interceptor Sewer	255,000	100 255,000
TOTAL	\$381,830	\$354,410
Contingencies, Unit Cost Increase, Engineering - 46%	175,640	162,990
GRAND TOTAL	\$557,470	\$517,400

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: SURFACE DRAINAGE AND SANITARY

SYSTEMS

Exhibit B-l --

Surface Drainage -- Breakdown

of Costs by Streets

BOYLSTON STREET

From Charles St. to Tremont St.

Item	Unit	Quantity	Unit Cost	Total
15" R.C. Pipe in Place	/L. Ft.	340	\$ 20.00	\$ 6,800
Plug and Abandon existing sewer	Ea.	1	160.00	160
18" R.C. Pipe in place	L.Ft.	280	22.00	6,160
Manholes	Ea.	2	2,000.00	4,000
Plug and Abandon existing sewer	Ea.	1	160.00	160 \$17,280
Contingencies, Unit Co	7,949			
1	\$25,229			

BOYLSTON STREET

From Tremont St. to Washington St.

<u>Item</u>	Unit	Quantity		Unit Cost	Total
26" R.C. Pipe in place	L.Ft.	510	\$	28.50	\$14,535
Manholes	Ea.	3	2,	000.00	6,000 20,535
Contingencies, Unit Co	st Incr	ease, Engir	neerin	g 46%	9,446
					\$29,981

USE \$ 30,000

ESSEX STREET

	From Wa	ashington St.	to Harriso	on Ave.
			Unit	
<u>Item</u> /	Unit	Quantity	Cost	Total
42" R.C. Pipe in Place	L.Ft.	370	\$44.50	\$16,465
Manholes	Ea.	2	2,200.00	4,400
42" Siphon	L.Ft.	130	1,000.00	130,000
Contingencies, Unit Co Increase, Engineering	\$150,8 65 69, 398			
Thereuse, Dilgineering	-10/6			\$220,263

USE \$220,300

HARRISON AVENUE

From Boylston St. to Stuart St.

<u>Item</u>	Unit	Quantity	Unit Cost	Total
36" R.C. Pipe in place	L.Ft.	400	\$ 41.50	\$16,600
Manholes	Ea.	3	2,200.00	6,600
48" R.C. Pipe in place	L.Ft.	300	47.50	14,260
Plug and Abandon existing sewer	Ea.	1	160.00	160 \$37,620
Contingencies, Unit C	17,300			
1	\$54,910			

KNEELAND STREET

From Washington St. to Harrison Ave.

<u>Item</u>	Unit	Quantity	Unit Cost	Total
36" R.C. Pipe in place	L.Ft.	460	\$ 41.50	\$ 19,090
Manholes	Ea.	2	2,200.00	4,400
36" Siphon	L.Ft.	130	1,000.00	130,000 \$153,490
Contingencies, Unit C	ost Incr	ease, Engin	eering 46%	70,605
11	SE \$ 22	4 100		\$224,095

USE \$ 224,100

PROVIDENCE STREET

From Arlington St. to Stuart St.

Item	Unit	Quantity	Unit Cost	Total
12" R.C. Pipe in place	L.Ft.	400	\$ 17.70	\$ 7,080
Manholes	Ea.	2	2,00000	4,000
Plug and Abandon existing sewer	Ea.	3	160.00	480 \$11,560
Contingencies, Unit	Cost Incr	ease, Engir	neering 46%	5,318
	USE \$ 1	6, 900		\$16,878

STUART STREET

From Arlington St. to Tremont St.

<u>Item</u>	Unit	Quantity	Unit Cost	Total
12" R.C. Pipe in place	L.Ft.	250	\$ 17.70	\$ 4,425
15" R.C. Pipe in place	L.Ft.	520	20.00	10,400
21" R.C. Pipe	L.Ft.	300	24.00	7,200
Manholes	Ea.	3′	2,000.00	6,000
Plug and Abandon existing sewer Contingencies, Unit Co	Ea.	4 ·	160.00 eering 46%	\$28,665 13,186
				\$ 41,851

USE \$ 41,900

STUART STREET

From Tremont St	:. to W	lashing	ton	St.
-----------------	---------	---------	-----	-----

<u>Item</u>	Unit	Quantity	Unit Cost	Total
15" R.C. Pipe in place	L.Ft.	270	\$ 20.00	\$ 5,400
18" R.C. Pipe in place	L.Ft.	220	22.00	4,840
Manholes	Ea.	3	2,000.00	6,000
Plug and Abandon existing sewer Contingencies, Unit Co	Ea.	l Tease Engin	160.00 meering 46%	160 \$16,400 7,544
concingencies, onic co		cuse, migra	1001111g 40%	\$ 23,944

USE \$ 24,000

TREMONT STREET

From Stuart St. to Boylston St.

<u>Item</u>	Unit	Quantity		Unit Cost	Total
15" R.C. Pipe in place	L.Ft.	190	\$	20.00	\$3, 800
Manholes	Ea.	1	2,	000.00	2,000
Plug and Abandon existing sewer	Ea.	. 2		160.00	320 \$6,120
Contingencies, Unit Co	st Incr	ease, Engir	eeri	ng 46%	2,815
					\$ 8,935

USE \$ 9,000

WASHINGTON STREET

From Stuart St. to Boylston St.

<u>Item</u>	Unit	Quantity	Unit Cost	Total
15" R.C. Pipe in place	L.Ft.	270	\$ 20.00	\$ 5,400
27" R.C. Pipe in place	L.Ft.	220	32.50	7,150
30" R.C. Pipe in place	L.Ft.	270	35.60	9,612
Manholes	Ea.	3	2,000.00	6,000
Plug and Abandon existing sewer	Ea.	1	160.00	160 \$ 28,322
Contingencies, Unit Co	13,028			
		1 400		\$ 41,350

USE \$ 41,400

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: SURFACE DRAINAGE AND SANITARY

SYSTEMS

Exhibit B-2 --

Sanitary Sewers - Breakdown of

Costs by Streets

ARLINGTON STREET

From Stuart St. to Providence St.

Item	Unit	<u>Quanti</u>	Unit ty Cost	Total
21" V.C. Pipe in place	/ L. F1	360	\$ 29.00	\$10,440
Manholes	/ Ea.	. 1	2,000.00	\$12,440
Contingencies,	Unit Cost In	ncrease, E	ngineering - 4	5,704 \$18,104

USE \$ 18,100.

BOYLSTON STREET

From Tremont St. to Washington St.

Item	Unit	Quantity	Unit Cost	Total
12" V.C. Pipe in place	L.Ft.	150	\$ 19.00	\$2,850
Manholes	Ea.	1	2,000.00	2,000 \$4,850
Contingencies, Unit Co	ost Incr	ease, Engi	neering - 46%	2,231 \$7,081

USE \$ 7,100.

KNAPP STREET

From Knapp to Beach St.

<u> Item</u>	Unit	Quantity		Unit Cost	Total
12" V.C. Pipe in place	L.Ft.	200	\$	19.00	\$3,800
Manholes	Ea.	2	2,	000.00	4,000
Plug and Abandon existing sewer	Ea.	í		160.00	160 \$7,960
Contingencies, Unit Co	st Incr	ease, Engi	neër	ing - 46%	3,662
· <u>u</u>	SE \$ 1	1,700.		. :	\$11,622

KNEELAND STREET

From Washington St. to Harrison Ave.

Item	Unit	Quantity	Unit Cost	Total		
36" V.C. Pipe in place	L.Ft.	380	\$ 62.60	\$23,7 88		
Manholes	Ea.	2	2,200.00	<u>4,400</u> \$28,188		
Contingencies, Unit Cost Increase, Engineering - 46% 12,966 \$ 41,154						

STUART STREET

From Providence St. to Tremont St.

<u>Item</u>	Unit	Quantity	Unit Cost	Total
21" V.C. Pipe in place	L.Ft.	1,250	\$ 29.00	\$36,250
Manholes	Ea.	5	2,000.00	10,000
Plug and Abandon existing 12" sewer	Ea.	3	160.00	\$ 46,730
Contingencies, Unit Co	st Incr	ease, Engi	neering - 469	% <u>21,496</u> \$ 68,226
<u>us</u>	E \$ 68	,300.		7 00,220

STUART STREET

From Tremont St. to Washington St.

Item	Unit	Quantity	Unit Cost	Total
15" V.C. Pipe in place	L.Ft.	1,030	\$ 22.00	\$22,660
Manholes	Ea.	2	2,000.00	4,000 \$26,660
Contingencies,	Unit Cost Incre	ease, Engi	neering - 46%	12,264
	use \$ 39	.000. *		\$38,924

^{*} Note: The cost of the 15" Siphon at Washington Street and Stuart Street is included with the cost of the 36" Storm Drain Siphon for Kneeland Street. (See Page 81.)

INTERCEPTOR SEWER

From Providence St. to Boylston St.

<u>Item</u>	Unit	Quantity	Unit Cost	Total
Relocated Interceptor in place	L.Ft.	500	\$ 500.00	\$250,000
Manholes	Ea.	1	5,000.00	5,000
		•		\$ 255,000
Contingencies, Unit Co	st Incr	ease, Engi	neering - 46%	117,300
vs	E \$ 37	2,000.		\$ 372,300

L.O.

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: SURFACE DRAINAGE AND

SANITARY SYSTEMS

Exhibit C-1 --

Surface Drainage - Unit Costs

12" R.C. STORM SEWER

Assume 12'-0" Trench

<u>Item</u>	Unit	Quantity	Unit Cost	Total
12" R.C. Pipe	L.F.	1.00	\$ 3.50	\$ 3.50
Trench-Excavation & Backfill	C.Y.	2.21	3.40	7.51
Bedding Material	C.Y.	0.11	5.00	0.55
Pavement Removal	s.y.	0.89	1.70	1.51
Base Course Material	с.у.	0.28	3.00	0.84
New Pavement	S.Y.	0.89	4.20	3.74
,				\$17.65

USE \$17.70 PER L F

15" R.C. STORM SEWER

Assume 12'-0" Trench

Item	Unit	Quantity	Unit Cost	Total
15" R.C. Pipe	L.F.	1.00	\$ 5.00	\$ 5.00
Trench-Excavation & Backfill	C.Y.	2.33	3.40	7.92
Bedding Material	C.Y.	0.15	5.00	0.75
Pavement Removal	S.Y.	0.90	1.70	1.53
Base Course Material	C.Y.	0.30	3.00	0.90
New Pavement	S.Y.	0.90	4.20	3.78
	_			-
				\$19.88

USE \$20.00 PER LF

18" R.C. STORM SEWER

Assume 12'-0" Trench

Item	Unit	Quantity	Unit Cost	Total
18" R.C. Pipe	L.F.	1.00	\$ 6.25	\$ 6.25
Trench-Excavation & Backfill	C.Y.	2.44	3.40	8.30
Bedding Material	C.Y.	0.19	5.00	0.95
Pavement Removal	S.Y.	0.95	1.70	1.62
Base Course Material	C.Y.	0.30	3.00	0.90
New Pavement	S.Y.	0.95	4.20	3.99
				-
				\$22.01

USE \$22.00 PER LF

21" R.C. STORM SEWER

Assume 12'-0" Trench

<u>Item</u> ·	Unit	Quantity	Unit Cost	Total
21" R.C. Pipe	L.F.	1.00	\$ 8.00	\$ 8.00
Trench-Excavation & Backfill	C.Y.	2.47	3.40	8.40
Bedding Material	C.Y.	0.23	5.00	1.15
Pavement Removal	S.Y.	1.08	1.70	1.84
Base Course Material	C.Y.	0.36	3.00	1.08
New Pavement	S.Y.	1.08	4.20	4.54
		•		\$24.01

USE \$24.00 PER LF

24" R.C. SŢORM SEWER

/ Assume 12'-0" Trench

<u>Item</u>	Unit	Quantity	Unit Cost	Total
24" R.C. Pipe	L.F.	1.00	\$ 9.00	\$ 9.00
Trench-Excavation & Backfill	C.Y.	2.90	3.40	9.86
Bedding Material	C.Y.	0.37	5.00	1.85
Pavement Removal	S.Y.	1.11	1.70	1.89
Base Course Material	C.Y.	0.38	3.00	1.14
New Pavement	S.Y.	1.11	4.20	4.66
				\$28.40

\$28.40

USE \$28.50 PER LF

27" R.C. STORM SEWER

Assume 12'-0" Trench

Item	Unit	Quantity	Unit Cost	Total
27" R.C. Pipe	L.F.	1.00	\$11.00	\$11.00
Trench-Excavation & Backfill	C.Y.	3.22	3.40	10.95
Bedding Material	C.Y.	0.44	5.00	2.20
Pavement Removal	S.Y.	1.18	1.70	2.01
Base Course Material	C.Y.	0.41	3.00	1.23
New Pavement	S.Y.	1.18	4.20	4.96
				\$32.35

USE \$32.50 PER LF

30" R.C. STORM SEWER

Assume 12'-0" Trench

<u>Item</u>	Unit	Quantity	Unit Cost	Total
30" R.C. Pipe	L.F.	1.00	\$13.00	\$13.00
Trench-Excavation & Backfill	c.y.	3.33	3.40	11.32
Bedding Material	C.Y.	0.50	5.00	2.50
Pavement Removal	S.Y.	1.28	1.70	2.18
Base Course Material	C.Y.	0.42	3.00	1.26
New Pavement	S.Y.	1.28	4.20	5.38
				\$35.64

USE \$35.60 PER LF

36" R.C. STORM SEWER

Assume 12'-0" Trench

Item	Unit	Quantity	Unit Cost	Total
36" R.C. Pipe	L.F.	1.00	\$17.00	\$17.00
Trench-Excavation & Backfill	С.У.	3.55	3.40	12.07
Bedding Material	C.Y.	0.63	5.00	3.15
Pavement Removal	S.Y.	1.33	1.70	2.26
Base Course Material	C.Y.	0.45	3.00	1.35
New Pavement	S.Y.	1.33	4.20	5.59
	4			\$41.42

USE \$41.50 PER LF

42" R.C. STORM SEWER

Assume 10'-0" Trench

Item	Unit	Quantity	Unit Cost	Total
42" R.C. Pipe	L.F.	1.00	\$21.00	\$21.00
Trench-Excavation & Backfill	C.Y.	2.96	3.40	10.06
Bedding Material	C.Y.	0.79	5.00	3.95
Pavement Removal	S.Y.	1.35	1.70	2.30
Base Course Material	C.Y.	0.47	3.00	1.41
New Pavement	S.Y.	1.35	4.20	5.67
				\$44.39

USE \$44.50 PER LF

48" R.C. STORM SEWER

,

Assume 8'-0" Trench

<u>Item</u>	Unit	Quantity	Unit Cost	Total
48" R.C. Pipe	L.F.	1.00	\$25.00	\$25.00
Trench-Excavation & Backfill	C.Y.	2.37	3.40	8.06
Bedding Material	C.Y.	0.96	5.00	4.80
Pavement Removal	S.Y.	1.40	1.70	2.38
Base Course Material	C.Y.	0.47	3.00	1.41
New Pavement	S.Y.	1.40	4.20	5.88
				\$47.53

USE \$47.50 PER LF

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: SURFACE DRAINAGE AND SANITARY

SYSTEMS

Exhibit C-2 --

Sanitary Sewers -- Unit Costs

12" V.C. SANITARY SEWER

Assume 12'-0" Trench

<u>Item</u>	Unit	Quantity	Unit Cost	Total
12" V.C. Pipe	L.F.	1.00	\$ 4.50	\$ 4.50
Trench Excavation and Backfill	C.Y.	2.21	3.40	7.51
Bedding Material	C.Y.	0.11	5.00	.55
Pavement Removal	S.Y.	0.89	1.70	1.51
Base Course Material	C.Y.	0.28	3.00	.84
New Pavement	S.Y.	0.89	4.20	3.74 \$18.65
USE	\$ 19.0	0 per LF		ψ±0.03

15" V.C. SANITARY SEWER

Assume 12'-0" Trench

<u>Item</u>	Unit	Quantity	Unit Cost	Total
15" V.C. Pipe	L.F.	1.00	\$ 7.00	\$ 7.00
Trench Excavation and Backfill	C.Y.	2.33	3.40	7. 92
Bedding Material	C.Y.	0.15	5.00	0.75
Pavement Removal	S.Y.	0.90	1.70	1.53
Base Course Material	C.Y.	0.30	3.00	0.90
New Pavement	S.Y.	0.90	4.20	3.78
TISE	\$ 22 00	DER T.F		\$ 21.88

USE \$ 22.00 PER LF

21" V.C. SANITARY SEWER

Assume 12'-0" Trench

<u> Item</u>	Unit	Quantity	Unit Cost	Total
21" V.C. Pipe	L.F.	1.00	\$12.00	\$12.00
Trench Excavation and Backfill	C.Y.	2.47	3.40	8.40
Bedding Material	C.Y.	0.23	5.00	1.15
Pavement Removal	s.y.	1.08	1.70	1.84
Base Course Material	C.Y.	0.36	3.00	1.08
New Pavement	s.y.	1.08	4.20	<u>4.54</u> \$29.01
USE	\$ 29.0	O PER LF		\$29.UI

36" V.C. SANITARY SEWER

Assume 12'-0" Trench

Item	Unit	Quantity	Unit Cost	Total
36" V.C. Pipe	L.F.	1.00	\$ 40.00	\$ 40.00
Trench Excavation and Backfill	C.Y.	3.00	3.40	10.20
Bedding Material	C.Y.	0.63	5.00	3.15
Pavement Removal	S.Y.	1.33	1.70	2.26
Base Course Material	C.Y.	0.47	3.00	1.41
New Pavement	S.Y.	1.33	4.20	5.59
				\$ 62.61

<u>USE \$ 62.60 PER LF</u>

FINAL PROJECT REPORT
SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: POLICE SIGNAL & FIRE ALARM SYSTEMS

Police Signal System

The police signal system for the City of Boston is under the jurisdiction of the Boston Police Department, Signal Division. They rate the system in the renewal area as adequate and in satisfactory condition.

The New England Telephone and Telegraph Company assigns conduits in their duct banks for police signal system cables.

Where available, these conduits are utilized in the renewal area. All cable, conduit other than that furnished by the New England Telephone and Telegraph Company, additional manholes, and other items necessary to complete the system are installed and maintained by the B.P.D. Signal Division.

Revisions and expansion of the existing system are proposed in the renewal area to coincide with the proposed street adjustments and land use changes. The proposed system complies with the B.P.D. Signal Division standards and regulations. The

system has an area coverage equal to the existing system. All proposed changes have been reviewed with the B.P.D. Signal Division.

Fire Alarm System

The fire alarm system for the City of Boston is under the jurisdiction of the Boston Fire Department, Fire Alarm Division.

They rate the system in the renewal area as adequate and in satisfactory condition.

The system is installed, in most cases, in conduits assigned by the New England Telephone and Telegraph Company. Where available, these conduits are utilized in the renewal area. All cable, conduit and manholes other than those furnished by the New England Telephone and Telegraph Company, alarm boxes, test posts, and other appurtenances are installed and maintained by the Boston Fire Department Alarm Division.

Revisions to and expansion of the existing system will be installed to conform with the proposed street adjustments and the various land use changes. Fire alarm boxes will be relocated due to street widening, and new alarm boxes will be provided in locations where land use changes are proposed to provide better protection.

The proposed system complies with the Boston Fire Department

Fire Alarm Division standards and regulations. The system has an area coverage equal to that of the existing system. All proposed changes have been discussed and reviewed with the Boston Fire Department Fire Alarm Division.

FINAL PROJECT REPORT
SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: POLICE SIGNAL & FIRE ALARM SYSTEMS Exhibit A—

Total Costs by Streets

STREET	TOTAL COST	CHARGE TO	PROJECT Amount
Boylston	15,680	100	15,680
New Charles	20,250	100	20,250
Providence	13,890	100	13,890
Providence St. Extension	14,590	100	14,590
Stuart	15,720	50	7,860.
Tremont	10,650	100	10,650
Washington	3,280	100	3,280
TOTAL	\$94,060		\$86,200
Contingencies, Unit Cost Increase, Engineering - 46%	43,270	_	39,700
GRAND TOTAL	\$137,330	\$	125,900

FINAL PROJECT REPORT
SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: POLICE SIGNAL AND FIRE ALARM SYSTEMS Exhibit B - Breakdown of Costs by Streets

BOYLSTON STREET

FROM Arlington St. TO New Charles

<u>Item</u>	Unit	Quantity	Unit Cost	Total
Police Signal Conduit & Cable, In place	L.F.	40	14.75 \$	590
Fire Alarm Conduit & Cable, In place	L.F.	40	14.75	590
Police Signal and Fire Alarm Combined Conduit & Cable, In place	L.F.	490	25.00	12,250
Manhole - In place	Ea.	1	950.00	950
Fire Alarm Box - New	Ea.	1	650.00	650
Police Signal Box - New	Ea.	1	650.00	650
			. \$1	15,680
Contingencies, Unit Cost Increase, Engi	neering	s - 46%	_	7,213 22,893

USE \$22,900

NEW CHARLES STREET

FROM Boylston TO Stuart

<u>Item</u>	Unit	Quantity	Unit Cost	<u>Total</u>
Police Signal Conduit & Cable, In place	L.F.	120	14.75	1,770
Fire Alarm Conduit & Cable, In place	L.F.	70	14.75	1,033
Police Signal and Fire Alarm Com- bined Conduit & Cable, In place	L.F.	580	25.00	14,500
Manhole - In place	Ea.	2	950.00	1,900
Manhole - Modified	Ea.	2	200.00	400
Fire Alarm Box - New	Ea.	1	650.00	650 \$20,253
Contingencies, Unit Cost Increase, Eng	ineering	3 46%		9,316 \$29,569

USE \$29,600

PROVIDENCE STREET

FROM Arlington TO Providence St. Extension

INTERIOR

<u> Item</u>	Unit	Quantity	Unit Co	st Total
Fire Alarm Conduit & Cable, In place	L.F.	30	\$14.75	\$ 443
Police Signal and Fire Alarm Combined Conduit & Cable, In				
place	L.F.	480	25.00	12,000
Manhole - In place	Ea.	1	950.00	950
Manhole - Modified	Ea.	1,1	200.00	200
Police Signal Box - Remove				!
& Relocate	Ea.	1	300.00	300
				\$13,893
	*			6,391
Contingencies, Unit Cost Incre	ase, Engi	neering -	46%	\$20,284

USE \$20,300

PROVIDENCE STREET EXTENSION

FROM Providence TO Stuart

INTERIOR

<u>Item</u>	Unit	Quantity	Unit Cos	t Total
Police Signal Conduit & Cable, In place	L.F.	30	14.75	\$ 443
Fire Alarm Conduit & Cable, In place	L.F.	30	14.75	443
Police Signal and Fire Alarm Combined Conduit & Cable, In place	L.F.	420	25.00	10,500
Manhole - In place	Ea.	2	950.00	1,900
Fire Alarm Box - New	Ea.	1	650.00	650
Police Signal Box - New	Ea.	1	650.00	650
/	•			\$14,586
Contingencies, Unit Cost Increas	e, Engi	neering -	46%	<u>6,710</u> \$21,296

USE \$21,300

STUART STREET

FROM Arlington TO Tremont

BOUNDARY

<u>Item</u>	Unit	Quantity	Unit Cos	t Total
Police Signal Conduit & Cable, In place	L.F.	230	14.75	\$3,393
Fire Alarm Conduit & Cable, In place	L.F.	90	14.75	1,328
Police Signal and Fire Alarm Conduit Combined, Conduit & Cable, In place	L.F.	330	2 5.00	8,250
Fire Alarm Box - Remove & Relocate	Ea.	1	300.00	300
Fire Alarm Box - New	Ea.	1	650.00	650
Police Signal Box - Remove & Relocate	• Ea.	1	300.00	300
Fire Test Pole - Remove & Relocate	Ea.	1	1,500.00	1,500
				\$15,721
				7,232
Contingencies, Unit Cost Increas	\$22,953			

USE \$23,000

TREMONT STREET

FROM Boylston TO Stuart

<u>Item</u>	Unit	Quantity	Unit Cost	Total
Police Signal Conduit & Cable, In place	L.F.	40	14.75	\$ 590
Fire Alarm Conduit & Cable, In place	L.F.	50	14.75	7 38
Police Signal and Fire Alarm Combined Conduit & Cable, In		,		
place	L.F.	240	25.00	6,000
Manhole - In place	Ea.	1	950.00	950
Manhole - Modified	Ea.	1	200.00	200
Fire Alarm Box - New	Ea.	1	650.00	650
Police Signal Box - New .	Ea.	1	650.00	650
Pavement, Remove & Replace	L.F.	330	2.65	875
				\$10,653
Contingencies, Unit Cost Increas	46%	4,900 \$15,553		

<u>USE \$15,600</u>

WASHINGTON STREET

FROM 100' South of Essex TO Stuart

<u>Item</u>	Unit	Quantity	Unit Cost	Total
Police Signal Conduit & Cable, In place	L.F.	40	14.75	590
Fire Alarm Conduit & Cable, In place	L.F.	40	14.75	590
Fire Alarm Box - Remove & Relocate	Ea.	1	300.00	300
Police Signal Box - Remove & Relocate	Ea.	1	300.00	300
Fire Test Pole - Remove & Relocate	Ea.	1	1,500.00	1,500
				\$3,280
Contingencies, Unit Cost Increase, Engineering - 46%				

USE \$4,800

FINAL PROJECT REPORT
SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: POLICE SIGNAL & FIRE ALARM SYSTEMS Exhibit C — Unit Costs

POLICE SIGNAL OR FIRE ALARM CONDUIT AND CABLE Assume 3'-0" Trench

<u> Item</u>	Unit	Quantity Per L.F.	Unit Cost	Total
3" WI Conduit w/Fitting Allowance	L.F.	1.00	6.00	\$6.00
#12 BW or Galvanized Pull Wire	L.F.	1.00	0.30	0.30
Cable	· L.F.	1.00	4.00	4.00
Trench Excavation & Backfill	C.Y.	0.19	9.50	1.80
Replace Existing Pavement	S.Y.	0.22	12.00	2.64 \$14.74

USE \$14.75 Per L.F.

POLICE SIGNAL AND FIRE ALARM COMBINED CONDUIT AND CABLE Assume 3'-0" Trench

<u> Item</u>	Unit	Quantity Per L.F.	Cost	Total
3" WI Conduit (Police) w/Fitting Allowance	L.F.	1.00	6.00 \$	6.00
3" WI Conduit (Fire Alarm) w/Fitting Allowance	L.F.	1.00	6.00	6.00
#12 BW or Galvanized Pull Wire	L.F.	2.00	0.30	0.60
Cable (Police)	L.F.	1.00	4.00	4.00
Cable (Fire Alarm)	L.F.	1.00	4.00	4.00
Trench Excavation & Backfill	C.Y.	0.19	9.50	1.80
Replace Existing Pavement	S.Y.	0.22	12.00	2.64
· · · · · · · · · · · · · · · · · · ·				\$25.04

USE \$25.00 Per L.F.

POLICE SIGNAL CABLE

•••		Quantity		
<u> Item</u>	Unit	Per L.F.	Cost	Total
Remove Existing Cable & Clean Conduit	L.F.	1.00	0.15	0.15
#12 BW or Galwanized Pull Wire	L.F.	1.00	0.30	0.30
Cable	L.F.	1.00	4.00	4.00
				4.45

USE \$4.45 Per L.F.

POLICE SIGNAL AND FIRE ALARM - MISCELLANEOUS ITEMS

<u>Item</u>	Unit	Quantity	Unit Cost	Total	
Manhole - In place	Ea.	1	950.00	950	
Manhole - Modified	Ea.	1	200.00	200	
Fire Alarm Box - New	Ea.	1.	650.00	650	
Fire Alarm Box - Remove & Relocate	Ea.	1	300.00	300	
Police Signal Box - New	Ea.	1	650.00	650	
Police Signal Box - Remove & Relocate	Ea.	1	300.00	300	
Fire Test Pole - Remove & Reset	Ea.	1	1,500.00	1,500	
PAVEMENT REMOVED & REPLACED					
<u> Item</u>	Unit	Quantity Per L.F.	Unit Cost	Total	

USE \$2.65 Per L.F.

12.00

2.64

Pavement Removed & Replaced S.Y. 0.22

FINAL PROJECT REPORT
SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: TRAFFIC CONTROL SYSTEM

The proposed improvements in the traffic control system comprise two main categories; electric signalization and street pavement markings.

The principal work involves improvements to existing signalization and installation of new signalization of eight intersections representing all intersections of arterial and collector streets in the area. In cases of street widenings at existing signalized intersections, existing fixtures will be used in the relocation of signals wherever feasible.

Pavement markings include lane dividers, stop limes and crosswalk lines. Lane dividers will be painted on all major streets and crosswalks and stop lines at every intersection.

The locations for traffic signalization are based on the following criteria; (1) Intersecting roadways carrying more than one lane of traffic where a large volume is expected;

(2) Intersections where the crossing of a heavy movement and a

light movement would create problems or would conflict and interrupt major flow; (3) Intersections where major or minor left-turn movement will occur; (4) Intersections where it is likely that vehicular and pedestrian movement will conflict; (5) Intersections where it appears that traffic conflict will exist in large numbers on the basis of the overall street pattern.

The standards used for the traffic control system have

been based on the "Manual on Uniform Traffic Control Devices

for Streets and Highways", published by the United States Depart
ment of Commerce, Bureau of Public Roads. Where warranted,

standard vehicular signals will be supplemented by pedestrian

signals at each end of controlled crosswalks.

The aforementioned manual itemizes several warrants for determining which intersections are to be signalized: (1)

Vehicular volume; (2) Interruption of continuous flow; (3)

Pedestrian volume; (4) Progressive movement; (5) Accident experience; (6) Any combination of the above.

FINAL PROJECT REPORT SUPPORING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: TRAFFIC CONTROL SYSTEM

Exhibit A — Total Costs by Streets

		TOTAL COST	CHARGE TO	PROJECT AMOUNT
1.	Arlington St. & Boylston Street	2,640	100	2,640
2.	Arlington St., Providence Street & St. James St.	9,080	100	9,080
3.	Arlington St., Columbus Avenue & Stuart Street	10,320	50	5,160
4.	Boylston St. & New Charles St.	3,100	100	13,100
5.	Boylston St. & Tremont St.	3,660	100	3,660
6.	Stuart St. & New Charles	11,040	50	5,520
7.	Stuart St. & Tremont St.	5,380	50	2,690
8.	Stuart St., Washington St. & Kneeland Street	. 6,580	50	3,290
9.	Pavement Markings	12,000	100	12,000
	TOTAL	\$ 73,800	\$	57,140
	ingencies, Unit Cost ease, Engineering - 46% _	33,950		26,260
	GRAND TOTAL	\$107,750		\$83,400

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: TRAFFIC CONTROL SYSTEM Exhibit B -

Breakdown of Costs by Streets

1. ARLINGTON STREET & BOYLSTON ST.

Item		Unit	Quantity	Unit Cost	Total
Controller	A	Ea.	1	2,200.00	2,200.00
Installation		L.S.	~	-	440.00
					\$2,640.00

Contingencies, Unit Cost Increase, Engineering - 46%

1,214.00 \$3,854.00

USE \$3,900.00

2. ARLINGTON STREET, ST. JAMES AVENUE & PROVIDENCE STREET

<u>Item</u>	Unit	Quantity	Unit Cost Total
Pedestal w/Base & Foundation	Ea.	5	130.00 650.00
Pedestrian Signal Head	Ea.	8	120.00 960.00
Traffic Signal Head	Ea.	4	100.00 400.00
Controller	Ea.	1	2,200.00 2,200.00
Conduit & Excavation	L.F.	310	10.00 3,100.00
Cable	L.F.	370	0.80 296.00
Installation	L.S.	-	- 1,473.00
			\$9,079.00
Contingencies, Unit Cost Increas	e, Engi	neering -	46% 4,176.00
	•		\$13,255.00

USE \$13,300.00

3. ARLINGTON ST., COLUMBUS AVENUE & STUART STREET

<u>Item</u>	Unit	Quantity	Unit Cost	Total
Pedestal w/Base & Foundation	Ea.	10	130.00	1300.00
Traffic Signal Head	Ea.	9	100.00	900.00
Pedestrian Signal Head	Ea.	10	120.00	1200.00
Controller	Ea.	,1	2,200.00	2200.00
Conduit & Excavation	L.F.	300	10.00	3000.00
Cable	L.F.	400	0.80	320.00
Installation	L.S.	_	—	/1400.00
				10,320.00

10,320.00

Contingencies, Unit Cost Increase, Engineering - 46%

4,747.00 \$15,067.00

USE \$15,100.

4. NEW CHARLES STREET & BOYLSTON STREET

<u>Item</u>	Unit	Quantity	Unit Cost	Total
Pedestal w/Base & Foundation	Ea.	9	130.00	1,170.00
Traffic Signal Head	Ea.	7	100.00	700.00
Pedestrian Signal Head	Ea.	12	120.00	1,440.00
Controller	Ea.	1	2,200.00	2,200.00
Conduit and Excavation	L.F.	500	10.00	5,000.00
Cable	L.F.	590	0.80	472.00
Installation	L.S.	-	, 	2,120.00
Installation	ъ.5.			2,120.00

Contingencies, Unit Cost Increase, Engineering - 46%

6,027.00 \$19,129.00

\$13,102.00

USE \$19,200

5. BOYLSTON STREET & TREMONT STREET

Item	Unit	Quantity	Unit Cost Total
Pedestal w/Base & Foundation	Ea.	1	130.00 130.00
Controller	Ea.	1	2,200.00 2,200.00
Conduit & Excavation	L.F.	60	10.00 600.00
Cable	L.F.	150	0.80 120.00
Installation	L.S.	-	- 610.00
			\$3,660.00
Contingencies, Unit Cost Increa	ase, Eng	jineering -	1,684.00 \$5,344.00

USE \$5,400

6. STUART STREET & NEW CHARLES STREET

Item	Unit	Quantity	Unit Cost	Total
Pedestal w/Base & Foundation	Ea.	6	130.00	780.00
Traffic Signal Head	Ea.	8	100.00	800.00
Pedestrian Signal Head	Ea.	16	120.00	1,920.00*
Controller	Ea.	1	2,200.00	2,200.00
Conduit & Excavation	L.F.	360	10.00	3,600.00
Cable	L.F.	550	0.80	440.00
Installation	L.S.	-	-	1,300.00
Contingencies, Unit Cost Increas	se, Engi	neering -	46%	11,040.00 5,078.00 16,118.00

USE \$16,200

7. STUART STREET & TREMONT STREET

<u>Item</u>	Unit	Quantity	Unit Cost	<u>Total</u>
Pedestal w/Base & Foundation	Ea.	6	130.00	780.00
Traffic Signal Head	Ea.	4 .	100.00	400.00
Pedestrian Signal Head	Ea.	8	120.00	960.00
Controller	Ea.	1	2,200.00	2,200.00
Conduit & Excavation	L.F.	20	10.00	200.00
Cable	L.F.	230	0.80	184.00
Installation	L.S.			650.00
				5,374.00
Contingencies, Unit Cost Increas	e, Engi	neering -	-	2,472.00 7.846.00

USE \$7,900.

8. STUART STREET & WASHINGTON STREET & KNEELAND ST.

Item	Unit	Quantity	Unit Cost	Total Total
Pedestal w/Base & Foundation	Ea.	6 .	130.00	780.00
Traffic Signal Head	Ea.	4	100.00	400.00
Pedestrian Signal Head	Ea.	8	120.00	960.00
Controller	Ea.	1	2,200.00	2,200.00
Conduit & Excavation	L.F.	110	10.00	1,100.00
Cable	L.F.	300	0.80	240.00
Installation	L.S.	-	-	900.00
				\$6,580.00
Contingencies, Unit Cost Increase, Engineering - 46%				
USE \$9,600.				\$9,607.00
9. PAVEMENT MARKINGS				
10,000 LF of Lane Lines and Cent	er Line	s@ 0.50/LF		5,000.00

5,000 LF of Cross Walk and Stop Lines @ 1.40/LF

7,000.00

USE \$12,000

FINAL PROJECT REPORT SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: STREET, TRAFFIC, & DIRECTIONAL SIGNS

The standards established by the Traffic and Parking Department, City of Boston, were used in estimating the street, traffic, and directional signs for the Park Plaza Project. These improvements consist of street name signs, parking signs, stop signs, and directional control signs. Existing signs will be used whereever possible.

The street name signs will be designed or specified by the Traffic and Parking Department or their design consultant to conform with the overall architectural planning for the Park Plaza Project.

FINAL PROJECT REPORT
SUPPORTING DOCUMENTATION

PROJECT IMPROVEMENTS REPORT: STREET, TRAFFIC, AND DIRECTIONAL SIGNS Exhibit A — Total Costs

	TOTAL COST	CHARGE T	O PRCJECT Amount
Street, Traffic, & Directional			
Signs	18,000.00	100	18,000.00
TOTAL	\$18,000.00		\$18,000.00
Contingongies Unit Cost Ingress		·	
Contingencies, Unit Cost Increase Engineering - 46%	8,300.00		8,300.00
GRAND TOTAL	\$26,300.00		\$26,300.00